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DOT HS-805 638

NATIONAL PARTS RETURN PROGRAM
VOLUME II

DEPARTMENT OF
TRANSPORTATION
APR 29 1981
M. Lowery
C. Roberts
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Kappa Systems, Inc.
1501 Wilson Boulevard
Arlington, VA 22209

Contract No. DOT HS-9-02236
Contract Amt. $97,826

OCTOBER 1980
FINAL REPORT

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Springfield, Virginia 22161

Prepared For
U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Washington, D.C. 20590

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Technical Report Documentation Page

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15. Supplementary Notes

16. Abstract

The National Parts Return Program involves the voluntary submittal by independent automotive repair facilities of failed automotive components and information. The purpose of the program is to gather information on these components and failure reports to assist the NHTSA in identifying the existence of safety-related manufacturing defects in design, materials, construction or performance of motor vehicles and motor vehicle equipment. Under authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall campaigns when it has been determined that a defect relating to motor vehicle safety exists.

In addition, the information obtained from these parts and reports is valuable in preparing Federal Motor Vehicle Safety Standards.

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METRIC CONVERSION FACTORS

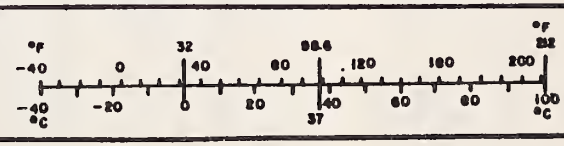
Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
		MASS (weight)		
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
		VOLUME		
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.96	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price $2.25, SD Catalog No. C13.10:286.

Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



Acknowledgement

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SECTION 1

Newsletter Matrix

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

STEERING

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
July 1979			Maverick, Comet, Granada, Monarch, Lincoln Versailles - power steering control valve. F-100, F-150 pickup truck - drag link tie rod end failures.	1974 AMC Matador 1976 Matador SW - pitman arm and strut rod.		
August 1979	1975 Pontiac Firebird 1978 Pontiac Safari - relay rods.					
Sept. 1979	1977 Chevrolet Impala - sector shaft cracks.	1976 Chrysler Newport - power steering valve failure.				
Jan. 1980	1977 Buick Electra 225 - power steering gearbox failure.					
March 1980	1979 Chevrolet C-30 truck - excessive idler arm wear at low mileage.		1970 Ford LTD - idler arm and bracket pulled from frame. 1974 Ford E-700 Van - steering gearbox failure, excessive steering free-play.			

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

Steering(cont'd)

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
April 1980					1978 Jaguar XJ12L - power steering hose failure.	
May 1980	Late model GM w/ Saginaw integral power steering - gearbox failure due to redesign.		1977 Ford E150 Van - power steering gearbox crack.			
July 1980	1977 Chevrolet Corvette torn rubber steering coupler.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

SUSPENSION

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
Aug. 1979			1977-78 Ford Thunderbird/ Mercury Cougar - plastic road wheel.			
Sept. 1979	1978 Chevrolet Monte Carlo/Malibu; Buick Regal, Pontiac Grand Prix/ Le Mans; Oldsmobile Cutlass, GMC Cuballero, Chevrolet El Camino - front wheel bearing recall investigation.					Uniroyal PR5/PR6 steel belted radial tire defect investigation.
Nov. 1979		1976 Plymouth Volare - no upper shaft support bracket			1977 Toyota Celica - rear stabilizer bar breakage.	
Dec. 1979	1979 Pontiac Gran Prix - front wheel bearing failure.		1978-79 Ford Fiesta - track rod failure.			Uniroyal tire failure reports.
Jan. 1980	1969 Chevrolet C-10 pickup - road wheel failure.	1977 Dodge Van - ball joint separation.				
Mar. 1980	1979 Cadillac Seville 1973 Chevrolet Impala - front spindle failure. 1977 Chevrolet Nova - rear spring breakage.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

Suspension (cont'd)

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
May 1980			1979 Ford E350 Van - wheel lug stud breakage.			
June 1980	1977 Buick Skylark - rear stabilizer bar breakage.					
July 1980						1973-74 Firestone steel belted radial tires. Company pays civil penalty.

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

BRAKES

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
July 1979		1977 Plymouth Volare - front brake hoses.				
Aug. 1979					1975-76 VW Rabbit/Scirocco 1974-76 VW Dasher/Audi Fox - master cylinder failures.	
Sept. 1979						Bendix Hydro - booster casting failures.
Oct. 1979	1978 Oldsmobile Cutlass 1978 Cadillac Fleetwood - master cylinder failure.	1973 Plymouth Duster 1977 Plymouth Volare - front brake hoses				
Nov. 1979		1978 Dodge Aspen - broken backing plate.				Brake performance standards for light trucks and vans.
Jan. 1989	1973 Pontiac Firebird - excessive wear on front brake rotor.	1978 Dodge Van - power brake booster failure.				
April 1980					Toyota Corollor/Corona - front break hose cracks. 1976 Renault Le Car - excessive brake pad.	

Brakes, (cont'd)

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
May 1980					1976 Datsun 280Z - disc brake pad lining failure.	
June 1980	1978 Oldsmobile Cutlass - disc brake rotor air inclusions in casting.		1978 Ford Fairmont - disc brake caliper sticking - escessive brake pad and rotor wear.		1978 Mazda GLC - brake proportioning valve malfunction.	
July 1980	Cadillac w/4wheel disc brakes. Piston sticking in caliper base.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

ENGINE/COOLING SYSTEM

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
August 1979		1973 Chrysler/Plymouth/ Dodge - flex fan failures.	1971 Ford LTD - flywheel ring gear breakage.		1970 Volvo 145 - timing gear and chain. 1974 Jaguar XJ6 - broken flex plate.	
Oct. 1979	1977 Pontiac, Buick, Oldsmobile 231 CID V-6 engine stalling 1976 Buick Century - cracked flywheel.					
Nov. 1979	Cadillac Eldorado - cracked flywheel					
Jan. 1980			1977 Ford Pinto - flywheel breakage.			
March 1980	1979 Chevrolet Chevette - crankshaft belt pulley separation.	1977 Chrysler Le Baron - rocker arm breakage.			1977-80 VW Rabbit 1979-80 VW Dasher - uncontrollable diesel engine over speeding.	
April 1980	1980 GM X-body vehicle stalling investigation.		1976 Lincoln - improper engine component identification.			
June 1980					VW Rabbit engine oil consumption reports 1980 VW Rabbit reactor plastic radiator tank leaks.	
July 1980	1975 Chevrolet Monte Carlo - crankshaft pulley failure.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

Suspension (cont'd)

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PRP NEWSLETTER ARTICLES

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Oct. 1979	1978 Oldsmobile Cutlass 1978 Cadillac Fleetwood - master cylinder failure.	1973 Plymouth Duster 1977 Plymouth Volare - front brake hoses				
Nov. 1979		1978 Dodge Aspen - broken backing plate.				Brake performance standards for light trucks and vans.
Jan. 1989	1973 Pontiac Firebird - excessive wear on front brake rotor.	1978 Dodge Van - power brake booster failure.				
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PRP NEWSLETTER ARTICLES

July 1979 to July 1980

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PRP NEWSLETTER ARTICLES

July 1979 to July 1980

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April 1980	1980 GM X-body vehicle stalling investigation.		1976 Lincoln - improper engine component identification.			
June 1980					VW Rabbit engine oil consumption reports 1980 VW Rabbit reactor plastic radiator tank leaks.	
July 1980	1975 Chevrolet Monte Carlo - crankshaft pulley failure.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

FUEL/EXHAUST SYSTEM

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
July 1979			1970-73 Ford Maverick 1971-73 Mercury Comet - fuel system integrity.			
August 1979					1975-76 VW Rabbit/Scirocco 1974-75 VW Dasher, 1974 Audi Fox - accelerator cable recall investigation.	
March 1980	1979 Cadillac Seville - diesel fuel system contamination.					
June 1980		1974 Dodge Monaco - intake manifold EGR floor jets burned out.			1975-78 Toyota - all models - accelerator pedal sticking reports.	
July 1980		1979 Dodge D-100 pickup aluminum exhaust manifold cracked under carburetor mounting flange.			1977 Honda Accord - collapsed steel liner on exhaust manifold.	

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

POWER TRAIN

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
August 1979					1976 Volvo 265 - automatic transmission selector lever.	
Sept. 1979			1976 Ford Pinto - rear axle breakage.			
Nov. 1979			1976-78 Mercury Capri - transmission shift lever separation recall. 1968 Mercury Montego - failed rear axle bearing.			
April 1980	1976-1980 Chevrolet Chevette - manual transmission shift lever separation investigation. 1978 Chevrolet Chevette - clutch cable breakage.					
July 1980					1978 Volkswagon Rabbit - Diesel - clutch cable outer sheath split, cracked.	

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

ELECTRICAL/IGNITION

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
July 1979	1976 Chevrolet - distributor shaft.					
August 1979	1976 Oldsmobile Omega - ignition coil failure.					
Oct. 1979			1977 Ford Thunderbird - battery explosion. 1974 Ford Maverick - ignition module failure.			
Nov. 1919	1978 Cadillac Seville - ignition module failure.		1977-78 Ford line - ignition module failures (6)			
May 1980		1978 Dodge Diplomat - lean burn "train" malfunctions.		1975-76 AMC Hornet/ Gremlin/Matador - vacuum advances, unites blown apart.		

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

LIGHTING/COMMUNICATION

Date,	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

VISUAL SYSTEMS

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
Jan-Feb.1980	GM A-body Station Wagon - tailgate window breakage from defoggers.					
May 1980	1979 Pontiac Le Mans Safari - rear window breakage due to electric defogger.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

HEATING/COOLING

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
April 1980		1979 Dodge Aspen - heater core pinhole leaks.				

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

INTERIOR

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
Oct. 1979						Air bag/Automatic belt evaluation program.
Nov. 1979			1971-73 Mercury Capri - seat back failure/ recall.			
July 1980	1978 Pontiac Phoenix - mismatched 3 point belt latch.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

STRUCTURE

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
July 1979			1975-78 Mercury Bobcat 1975-78 Ford Pinto 1974-78 Ford Mustang II - hatchback/tailgate latch failures.		1970-73 Fiat 850 & 128 - under carriage rust. 1975 Mazda RX-3 SW 1975 Subaru SW 1976-79 Renault 1228 1973-78 Toyota Corona SW 1973-78 Toyota Corolla SW - hatchback/tailgate latch failures.	
Oct. 1979	1974 Chevrolet Malibu SW - fender rusting around fuel tank.				1970-71 Fiat 850, 1970-74 Fiat 124 - rust recall investigation.	
Dec. 1979					1971 Opel GT - frame rust/shock mount disconnected.	
June 1980		1977 Plymouth Volare Station wagen - tailgate latch failure.		1975-79 AMC Pacer - interior door handle breakage.		
July 1980	1978 Chevette - inner fender weld/shock tower weld failure.					

PRP NEWSLETTER ARTICLES

July 1979 to July 1980

EQUIPMENT

Date	Vehicle or Equipment Manufacturers					
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment
July 1979						Plastic fuel tanks.
Sept. 1979	1975-76 Chevrolet/GMC light truck - jack failure/ defect determination.					P-Metric tires - inflation warning.
Nov. 1979						Plastic fuel tank leakage reported.
Dec. 1979	1978 Chevrolet Malibu - jack failure.				1978 Volvo 264 - screw type jack failure.	Improved safety standard for light trucks and vans proposed.
March 1980						Electric vehicle Safety problems.

SECTION 2

PRP News, Volume 5

parts return program news

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5 No. 1 July 1979

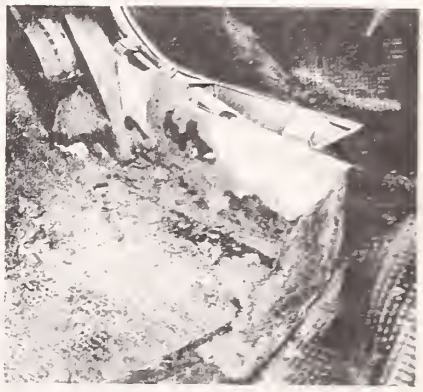
FIAT RUST PROBLEMS CONTINUE

In the February–March 1979 issue of the PRP *News* we featured an article concerning the recent Fiat undercarriage rust recall. Since that time, the PRP has received numerous telephone calls from members requesting information on which models are involved in the recall. The recall involves 31,702 of the 1970–1971 model 850 Spyders. These vehicles can exhibit excessive undercarriage rust and corrosion. We have also received calls concerning severe rust problems on Fiats which are not included in the recall. Other Fiat models are still under investigation for excessive rust damage.

Pictured is a 1973 Fiat 850 Sport Spyder. As shown in the far right photo, the floor pan beneath the seat is severely rusted. The photo below shows corrosion and rusting of the car's structural undercarriage components. This information was submitted by **Wales Garage** in Ft. Lauderdale, Florida. Also submitted by Wales Garage was information and photos concerning a 1969 Fiat 850 with similar rust problems.

Tim's Import Sales & Service in Hutchinson, Kansas reported rusted out rocker panels on a 1972 Fiat 128SL. The vehicle has 65,822 miles on it. Tim's also reports seeing other Fiats with rust problems.

If you come across a Fiat with rust problems which is included in the recall campaign, please inquire if the owner has received a recall notice from the manufacturer. If the car is not included in the recall, please submit the pertinent information (with photos, if possible) to the PRP. The more information we receive from PRP members, the more we can do to improve highway safety.



FORD POWER STEERING FAILURES

The NHTSA is currently looking into alleged power steering failures on non-integral power steering systems in Mavericks, Comets, Granadas, Monarchs and Lincoln Versailles. The alleged problem occurs when the pitman arm ball stud separates from the power steering control valve. After separation, a violent, immediate left turn can allegedly result. The NHTSA is most interested in any information PRP members can supply related to possible occurrences of this problem. You can assist by forwarding the information on an information report form or by telephoning the PRP collect at (703) 527-4500.

MAVERICK/COMET DEFECT DETERMINATION WITHDRAWN

The U.S. Department of Transportation has withdrawn the initial determination that a defect exists in the fuel systems of 1970–1973 Ford Mavericks and 1971–1973 Mercury Comets. This suspected defect was first reported in the May issue of the PRP *News*.

Retesting of the fuel systems has been ordered because the NHTSA has evidence that the Mavericks whose fuel systems failed during testing had proviously undergone major repairs which may have altered the original fuel system design.

The NHTSA emphasized the fact that the withdrawal of the initial defect determination does not mean there is no defect in the vehicles. The agency is continuing its investigation.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Introduced in last month's issue of the PRP *News* was an article on Federal motor vehicle safety standards. This is a continuation of that article which describes additional standards.

- **FMVSS 110**—Tire Selection and Rims—Specifies requirements for original equipment tire and rim selection on new passenger cars to prevent tire overloading. Includes placard and rim performance requirements.
- **FMVSS 111**—Rearview Mirrors—Specifies requirements for rearview mirrows on passenger cars, multipurpose passenger vehicles, trucks, buses and motorcycles to provide the driver with a clear and reasonably unobstructed view to the rear. Also, inside rearview mirrors must be designed to reduce the likelihood of injury on impact.
- **FMVSS 112**—Headlamp Concealment Devices—Specifies that any fully opened headlamp concealment device shall remain fully opened whether either or both of the following occur: (a) any loss of power to or within the device or (b) any malfunction of wiring or electrical supply for controlling the concealment device.
- **FMVSS 113**—Hood Latch Systems—Specifies requirements for a hood latch system for each hood of a passenger car, multipurpose passenger vehicle, truck or bus. A front opening hood, which, when open, obstructs a driver's forward view through the windshield, must be provided with a second latch position on the hood latch system or with a second hood latch system.
- **FMVSS 114**—Theft Protection—Requires that each passenger car have a key locking system that, whenever the key is removed, prevents normal activation of the car's engine and also prevents either steering or self-mobility of the car, or both.
- **FMVSS 115**—Vehicle Identification Number—Specifies requirements for an identification number for all passenger cars; the purpose being to facilitate recognition of unauthorized vehicle use resulting in crashes. The number must be visible from the outside and be sunk or embossed upon either a part of the vehicle which is not designed to be removed except for repair or on a plate which is permanently affixed to such a part.
- **FMVSS 116**—Motor Vehicle Brake Fluids—Specifies minimum physical characteristics for brake fluids, DOT 3, DOT 4, DOT 5, for use in hydraulic brake systems in all motor vehicles. Also included in the standard are packaging and labeling requirements for brake fluid containers.

OLD MAILBAG

Check your PRP mailbag inventory for any mailbags addressed to Inland Testing Laboratories. The address on these bags is incorrect and parts sent in these bags are rerouted to us causing a delay. If your shop has any of these old mailbags please give us a call so we can supply you with new ones.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

PLASTIC FUEL TANKS

The U.S. Department of Transportation is considering a possible change in Federal Motor Vehicle Safety Standard 301-75 (Fuel System Integrity) to include performance requirements for non-metallic fuel tanks, such as plastic tanks. According to the NHTSA, plastic tanks are coming into use due to several advantages which they offer over metallic tanks, including weight saving characteristics, elimination of rust problems and flexibility of location because of the ability to form complex and unorthodox shapes.

The major disadvantage of plastic tanks is that most designs will totally burn and dump their fuel after 2 or 2½ minutes of exposure to external fire sources. Under the requirements of the standard, no part of a vehicle's entire fuel system can have fuel spillage beyond certain specified amounts. However, specific requirements for individual components of the fuel system, such as the fuel tank, are not currently included in the standard. The PRP is interested in any information members may have regarding plastic fuel tank problems.

"P-METRIC" Tires

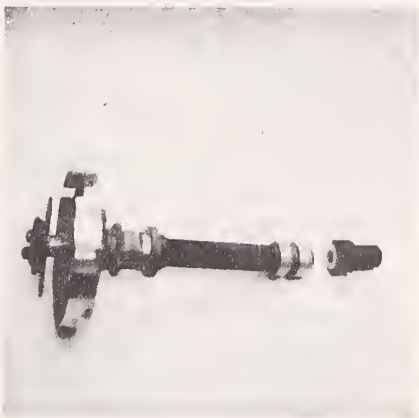
The NHTSA has issued a warning to motorists who replace their original equiptment tires with "P-Metric" tires to carefully check their air pressure. P-Metric tires must be inflated to 3 psi higher than the recommended pressure for the original equipment tire they replace.

The P-Metric tires are designed to run on higher inflation pressures in order to improve gas mileage. If the tire is not properly inflated, excessive heat, shorter tire life, and increased fuel consumption will result. Tire failure might also occur.

THE FORUM

Several steering linkage components from various vehicles were submitted to the PRP by **Feld Garage** in Kenosha, Wisconsin. Two pitman arms were submitted; one from a 1974 AMC Matador, the other from a 1976 Matador wagon. Worn bushings in these pitman arms caused loose steering in both vehicles. Also submitted were two strut rod bushings that had worn out and one idler arm also with a worn out bushing.

Jack's Auto Service in Chamblee, Georgia submitted to the PRP the distributor from a 1976 Chevrolet C-10 pick-up with 81,207 miles. Reportedly, while the truck was in operation, the engine backfired, stalled out and could not be restarted. Upon inspection, it was discovered that the lower end of the distributor gear shaft had broken off as shown in the photo below. It is unknown if the backfire was the cause or the result of the shaft breaking. The PRP is interested in similar problems with other GM H. E. I. distributors.



The **State of Wisconsin Fleet Operations** in Madison, Wisconsin submitted to the PRP the front brake hoses removed from a 1977 Plymouth Volare with 36,300 miles. The original equipment hoses were cracking on the outer rubber housing near the brass fittings. The cracked hoses were discovered during a routine inspection of the car and were replaced before the cracks progressed to the point where the brake fluid could leak out.

Del Hatt Alignment & Repair of Poughkeepsie, New York contacted the PRP to report problems it has experienced in late model Ford F100 and F150 pick-up trucks. The shop has seen many drag link and tie rod end failures in these vehicles. One truck the shop has seen, a 1978 F100 with 13,733 miles, experienced a failure in both the tie rod end and drag link.

INVESTIGATIONS INTO HATCHBACK AND TAILGATE LATCHES

The NHTSA recently announced the opening of five separate investigations of safety—related defects in hatchback and tailgate latches on 2.6 million vehicles. The investigations involve 1975 Mazda RX3 station wagons, 1975 Subaru station wagons, 1976–1979 Renault type 1228 hatchbacks and station wagons, 1973–1978 Toyota Corona station wagons, 1975–1978 Toyota Corolla station wagons, 1971–1978 Ford Pinto hatchbacks and station wagons, 1975–1978 Ford Mercury Bobcat hatchbacks and station wagons, and 1974–1978 Ford Mustang II hatchbacks.

The NHTSA has received reports of 11 accidents resulting in 14 injuries and 2 fatalities allegedly due to failure of the latching mechanisms of the Ford vehicles involved in the investigation. Four accidents resulting in 7 injuries involving Toyota vehicles have also been reported. Even though no accident involving Mazdas, Subarus or Renaults have been reported, tests of these vehicles showed latch disengagement at force levels even lower than those vehicles where alleged accidents were noted.

Federal Motor Vehicle Safety Standards 206—Door Locks and Door Detention Components—requires locking systems and specifies load requirements for door latches to minimize the probability of occupants being thrown from the vehicle as a result of forces encountered in vehicle impact. At present, this standard does not apply to latches on the hatchback or tailgate door of a vehicle, but the NHTSA is considering amending the standard.

PRP members with information concerning this alleged safety-related defect are urged to contact the PRP via the information report or with a collect call.

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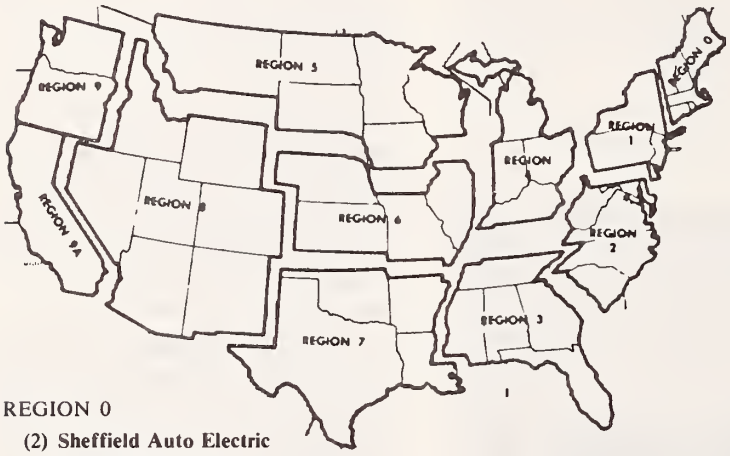

REGION 0

(2) **Sheffield Auto Electric**
Sheffield, MA

* **Frank's Front End Service**
Manchester, NH

Bothel's Garage
Cape Elizabeth, ME

REGION 1

(2) **Gil's Safety Service**
Ridgewood, NJ

Del Hatt Alignment & Repair
Poughkeepsie, NY

REGION 2

(3) **Auto Brake Corp.**
Norfolk, VA

REGION 3

Jack's Auto Repair Service
Chamblee, GA

* **Ralph Cannon Auto Service**
Atlanta, GA

(5) **Wales Garage**
Ft. Lauderdale, FL

REGION 4

Taylor's Garage & Service Station
Akron, OH

* **Bridgeport Standard Service**
Bridgeport, MI

REGION 5

Feld Garage, Inc.
Kenosha, WI

Day Nite Auto Station
Kaukauna, WI

State of Wisconsin
Madison, WI

* **Richfield Wheel Alignment**
Richfield, MN

* **Hansen Automotive**
Minneapolis, MN

REGION 6

* **Hutt & Stiles**
Skokie, IL

Tim's Import Sales & Service
Hutchinson, KS

Raymond's Auto Repair, Inc.
Chicago, IL

REGION 7

* **Hill's Automotive Clinic, Inc.**
Abilene, TX

Fuselier's Auto Service, Inc.
Lake Charles, LA

REGION 8

* **Alameda Foreign Car Garage**
Las Cruces, NM

REGION 9

Wayne's Garage
Eugene, OR

REGION 9A

* **Vanowen Brake & Wheel**
North Hollywood, CA

Automatic Transmission Service
San Diego, CA

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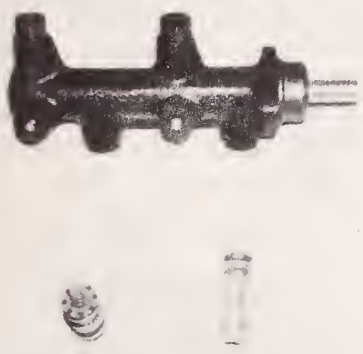
Vol. 5 No. 2 August 1979

VW BRAKE MASTER CYLINDERS

The PRP is interested in gathering information on brake master cylinders from various VW vehicles as reported in past issues. Several PRP members have contributed parts and information concerning brake master cylinders during recent months.



The contributing shops reported similar accounts of sudden partial loss of the vehicles' braking ability. Upon inspection, it was discovered that the seals in the master cylinders had worn out, allowing internal leakage of the brake fluid. Because of this, pressure may be applied to only one set of brakes in the tandem system. No external loss of brake fluid has been reported. Also, many reports have been received indicating the primary and secondary braking systems fail simultaneously, resulting in the brake pedal traveling to the floor with little or no braking action.

One shop noted that during assembly of the master cylinders, the seals, in order to fit tightly in place, must be stretched over a pronged retainer. This can reportedly result in damage to the seals in the form of tears and small nicks. Premature failure can result, with the seal lasting as little as 30,000 miles.

The NHTSA is currently investigating master cylinders in 1975–76 VW Rabbits and Sciroccos and 1974–76 Audi Foxes and VW Dashers. This month, **AmFor Automotive** in Silver Spring, Maryland and **Tim's Import Sales and Service** in Hutchinson, Kansas submitted related parts and information from a 1976 Audi Fox, a 1974 VW Dasher, a 1971 VW 411 and a 1973 VW Super Beetle. Please forward any parts or information relating to this problem to the PRP.

CHRYSLER FLEX FANS

The NHTSA is currently investigating an alleged safety defect in the engine cooling fan used in several models of 1973 Chrysler cars. These models include sport compact, intermediate and full-sized passenger cars equipped with 318 cubic inch engines with air conditioning, and intermediate and full-sized cars with 360, 400 or 440 cubic inch engines without air conditioning.

The blades on these fans, which flex and flatten out as the fan's rotating speed increases, can break, resulting in vehicle damage and personal injury. The danger of personal injury is greatest when the vehicle's hood is opened and the engine is running, such as during engine repairs.

The NHTSA has previously conducted an investigation involving the same type fan used on 1970–77 Ford cars and light trucks.

ADEQUACY OF VW ACCELERATOR RECALL

The National Highway Traffic Safety Administration recently held a public hearing to determine whether Volkswagen of America, Inc. has met its obligation in carrying out a recent recall campaign involving safety-related defects in the accelerator systems on 1975–76 Rabbits, 1975–76 Sciroccos, 1974–75 Dashers and 1974 Audi Foxes.

At the hearing, owners of these vehicles stated that VW provided them with inadequate recall service. Complaints of repeated unsuccessful attempts to correct the defective accelerator cables were heard.

VW stated that of the vehicles brought in for the recall service, which included inspection and/or replacement of the accelerator cable, only a small number required new cables. VW also claimed that the relatively small response to the recall indicates that most owners are satisfied with the operation of their vehicles.

In response to this hearing, the NHTSA could either order VW to recampaign, or order a new campaign to include newer models not included in the previous campaign.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

In an effort to promote highway safety, we are continuing the presentation of Federal Motor Vehicle Safety Standards issued by the Department of Transportation.

- **FMVSS 117**—Retreaded Pneumatic Tires—Specifies casing requirements for retreaded tires on passenger cars and prohibits casings having certain defects. Labeling, plunger test, energy and dimensional requirements are also specified.
- **FMVSS 118**—Power-Operated Window Systems—Requires that power-operated window systems on passenger cars and multipurpose passenger vehicles be inoperative when the ignition is off or when the key is removed.
- **FMVSS 119**—New Pneumatic Tires—Specifies strength, endurance, high speed performance and marking requirements for new pneumatic tires used on multipurpose passenger vehicles, trucks, trailers, buses, and motorcycles.
- **FMVSS 120**—Tire Selection and Rims for Vehicles Other than Passenger Cars—Requires new vehicles to have tires conforming to FMVSS 119 and rims designated in the tire association manuals as fitting them. It specifies marking requirements for rims and requires tire and rim size designations, inflation pressure and vehicle weight rating information on a vehicle label.
- **FMVSS 121**—Air Brake Systems—Establishes performance and equipment requirements on trucks, buses and trailers equipped with air brake systems, to shorten stopping distances and improve lateral stability.
- **FMVSS 122**—Motorcycle Brake Systems—Establishes performance and equipment requirements on brake systems of two and three-wheeled motorcycles. Either a split hydraulic service brake system or two independently actuated service brake systems are required.
- **FMVSS 123**—Motorcycle Controls and Displays—Specifies requirements for the location, operation, identification and illumination of motorcycle controls, displays, stands and footrests.
- **FMVSS 124**—Accelerator Control Systems—Requires that when a driver of a passenger car, multipurpose passenger vehicle, truck or bus removes his foot from the accelerator control, or in the event of a breakage or disconnection in the control system, the vehicle's throttle will return to the idle position.
- **FMVSS 125**—Warning Devices—Establishes shape, size and performance requirements for reusable day and night warning devices, not having self-contained energy sources, placed on or near the roadway to warn approaching motorists of a stopped vehicle.
- **FMVSS 126**—Truck-Camper Loading—Requires manufacturers of slide-in campers to include a label on the camper that contains information on certification, identification and proper loading with more detailed loading information in the owner's manual.
- **FMVSS 201**—Occupant Protection in Interior Impact—Specifies requirements for padded instrument panels, seat backs, sun visors and armrests in passenger cars to provide impact protection for occupants during a crash. Also requires that the glove compartment doors remain closed during a crash.
- **FMVSS 202**—Head Restraints—Specifies requirements for head restraints in passenger cars to reduce the frequency and severity of neck injuries in rear-end and other collisions.
- **FMVSS 203**—Impact Protection for the Driver From the Steering Control System—To minimize injuries in front-end crashes, the standard requires that steering systems in passenger cars yield forward, cushioning the impact of the driver's chest.
- **FMVSS 204**—Steering Control Rearward Displacement—Specifies requirements limiting the rearward displacement of the steering control into the passenger compartment to reduce the likelihood of chest, neck, or head injuries.

OLD MAILBAGS

Check your PRP mailbag inventory for any mailbags addressed to Inland Testing Laboratories. The address on these bags is incorrect and parts sent in these bags have to be rerouted to us causing a delay. If your shop has any of these old mailbags please give us a call so we can supply you with new ones.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a COLLECT CALL (703) 527-4500.

THE FORUM

Automatic Transmission Service in San Diego, California submitted to the PRP the automatic transmission selector lever from a 1976 Volvo 265 DL Wagon with 60,000 miles. The problem is similar to that reported in the May 1979 PRP *News* concerning late model Jaguars. The selector lever is attached to the housing of the Borg-Warner transmission. Through normal use, the mounting hole of the lever may enlarge allowing the transmission to be engaged in a gear other than what is indicated. The shop has seen several problems of this type in other vehicles. Please submit information on similar occurrences to the PRP.

Gil's Safety Service in Ridgewood, New Jersey submitted to the PRP two relay rods taken off a 1975 Pontiac Firebird and a 1978 Pontiac Safari. The relay rods, sometimes referred to as center links or drag links, had broken free at their weld. The problem was discovered during a routine front end alignment of the vehicles. The shop believes that the weld is too small to hold up under stress. The drivers had not noticed any adverse handling characteristics of these two vehicles.

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Submitted to the PRP by **Tim's Import Sales and Service** in Hutchinson, Kansas, was a timing gear from a 1970 Volvo Wagon with 105,025 miles. According to the shop, during operation of the vehicle, the engine stalled and could not be restarted. The vehicle had to be towed for repairs and it was discovered that the timing gear was broken. Replacement of the gear corrected the problem.

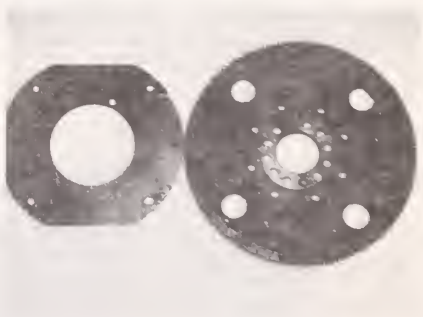
V&H Ford, Inc., of Marshfield, Wisconsin reported information to the PRP concerning an optional type wheel called "road wheel" on 1977 and 1978 Ford Thunderbirds and Mercury Cougars. The wheels have a plastic coating giving a shiny appearance. This plastic coating which causes the wheel to fit tightly over the hub, retains moisture that can seep in. After a period of normal use, 10,000 to 35,000 miles, corrosion can form freezing the wheel to the hub. This causes difficulty in removing the wheel such as during a tire change. The dealer states a safety problem exists when an individual attempts to remove the wheel while the car is on a bumper jack.

Auto Inn Garage in South Bend, Indiana submitted to the PRP the electronic ignition coil from a 1976 Oldsmobile Omega with 51,182 miles. The wires to the coil had broken, preventing the electrical current from flowing, and as a result the engine was inoperative. According to the shop, the wires were not flexible enough to prevent them from breaking during vaccum advance of the distributor.

FLYWHEEL PROBLEMS

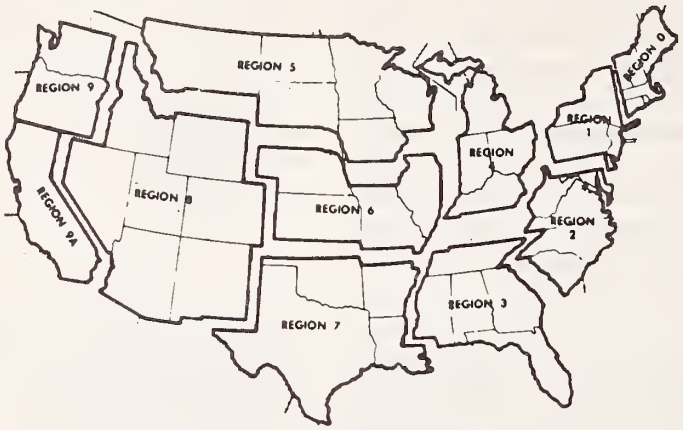
This month, the PRP received two failed flywheels from different model vehicles. One flywheel was taken from a 1971 Ford LTD with approximately 40,000 miles. The owner of the car had complained of an unusually loud engine noise, as well as having had the starter replaced. Upon inspection, it was discovered that the teeth on the flywheel gear were worn. This required replacement of the flywheel. The contributing shop, **Auto Inn Garage** of South Bend, Indiana, has noted similar failures on Buicks, Oldsmobiles, and Fords with mileages ranging from 30,000 to 40,000.

Pictured is the other flywheel submitted by **Automatic Transmission Service** of San Diego, California. This flywheel was removed from a 1974 Jaguar XJ6. As seen in the photo, the flex plate broke free from the flywheel. The shop states that this is a fairly common problem among late model Jaguar XJ6's.



OUTSTANDING PARTICIPANTS

The members highlighted below have contributed parts or information to the PRP within the past month. Since we have begun a new program year (July, 1979 through June, 1980) all inputs are considered first contributions for the year.



REGION 1

Del Hatt Alignment
Poughkeepsie, NY

Gil's Safety Service
Ridgewood, NJ

Pete's Auto Spring
Valley Stream, NY

REGION 2

AmFor Automotive
Silver Spring, MD

REGION 3

Wales Garage
Ft. Lauderdale, FL

Big Brake Safety Center
Gulfport, MS

REGION 4

Auto Inn Garage
South Bend, IN

REGION 5

Gil's Automotive Service
Sioux City, IA

V&H Ford, Inc.
Marshfield, WI

REGION 6

Gartner Auto Service
Chicago, IL

Tim's Import Sales & Service
Hutchinson, KS

REGION 7

Fox Automotive
Tulsa, OK

REGION 8

S&D Tire & Auto Center
Salt Lake City, UT

Mr. Brake #8
Nampa, ID

Las Vegas Wheel Alignment & Brake Service
Las Vegas, NV

REGION 9

L.A.D. Auto Electric
Spokane, WA

Norm's Auto Repair
Arlington, WA

REGION 9A

Automatic Transmission Service
San Diego, CA

Ise Automotive Service
Hollywood, CA

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Vol. 5 No. 3 September 1979

INITIAL DEFECT IN GM JACKS

The NHTSA has announced an initial defect determination regarding the original equipment jack, Model 344788, provided with certain 1975 and 1976 Chevrolet C–10, P–10, G–20 and GM C–15, P–15 and G–25 light duty trucks. The jack is of a screw-type design and is placed under the axle of the vehicle and used to raise the chassis in order to change tires.

The NHTSA has warned individuals of the danger involved in using these jacks. The agency has received five reports of failures including three instances of the jacks dropping the vehicle they were supporting, resulting in one injury. GM has received 57 other reports of failures.

If these jacks must be used to change a tire, the following precautions should be taken: Select a flat, even surface for the jacking operation; lighten the vehicle load; stop raising the vehicle if the jack bends or deforms; place sturdy wooden blocks or other support under the axle after the jack is extended; never get under the vehicle while it is being supported by the jack.

Please remind your customers of the possible hazards involved in the operation of these jacks.

BEND OUR EAR!!

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527–4500.

BENDIX HYDRO-BOOST POWER STEERING/POWER BRAKE PROBLEMS ON AMERICAN CARS AND TRUCKS.

The NHTSA is currently looking into allegations of Hydro-boost failures on late model domestic vehicles allegedly due to casting failures which result in a loss of pressure to the power brake and steering system.

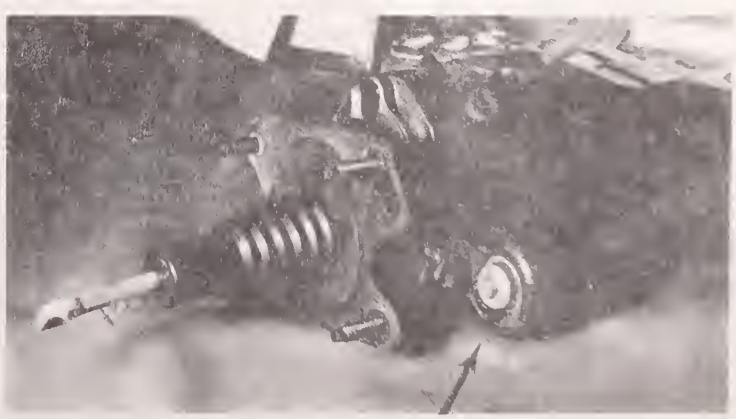
In a Hydro-boost system, power steering and power brakes are interdependent, utilizing one hydraulic pump to pressurize both. Reports of system failures include total loss of power assist steering and brakes, self-actuation of brakes upon executing a turn, and contamination of the brake fluid with power steering (automatic transmission) fluid.

The photo below, taken from a 1977 Ford LTD station wagon, illustrates casting failure of the Hydro-boost in the area of the accumulator, resulting in a sudden total loss of power assist to both the steering and brakes.

Alleged failures in Ford vehicles include the 1976 and 1977 Lincoln Continental, LTD and Lincoln Mark V. The PRP has had reports of failures in the Mark V with mileage ranging from 15–18,000 and 1977 LTD vehicles.

The Ford Motor Company has the Hydro-boost unit installed on 1975–79 full size Ford, Lincoln, and Mercury vehicles as well as the 1978–79 model Ford Granada, Mercury Monarch, and Lincoln Versailles. General Motors uses the Hydro-boost on all diesel engine equipped vehicles since 1974. The Chrysler Corporation has used the Hydro-boost unit on medium trucks and school bus chassis vehicles since 1976.

PRP members are encouraged to report any problems they have noted in the past with Hydro-boost systems on domestic vehicles, and to be sure to forward any information on Hydro-boost problems which they see in the near future.



FEDERAL MOTOR VEHICLE SAFETY STANDARDS

In a continuing effort to promote highway safety, additional Federal motor vehicle safety standards are presented below:

- **FMVSS 205**—Glazing Materials—Specifies requirements for all glazing materials used in windshields, windows, and interior partitions of passenger cars, multipurpose passenger vehicles, motorcycles, trucks and buses. Its purpose is to reduce the likelihood of lacerations and to minimize the possibility of occupants penetrating the windshield in collisions.
- **FMVSS 206**—Door Locks and Door Retention Components—Requires locking systems and specifies load requirements for door latches and door hinge systems on passenger cars, multipurpose passenger vehicles and trucks to minimize the probability of occupants being thrown from the vehicle as a result of forces encountered in vehicle impact.
- **FMVSS 207**—Seating Systems—Establishes requirements for seats, their attachment assemblies, and their installation in passenger cars, multipurpose passenger vehicles, trucks and buses to minimize the possibility of failure as a result of forces acting on the seat in vehicle impact.
- **FMVSS 208**—Occupant Crash Protection—Specifies requirements for both active and passive occupant crash protection systems for passenger cars, multipurpose passenger vehicles, trucks and driver's seats in buses.
- **FMVSS 209**—Seat Belt Assemblies—Specifies requirements pertaining to the manufacturer of seat belt assemblies on passenger cars, multipurpose passenger vehicles, trucks and buses. The requirements apply to straps, webbing or similar material, buckles and other fasteners, installation hardware, and to the installation, usage, and maintenance instructions for the assembly.
- **FMVSS 210**—Seat Assembly Anchorages—Specifies the requirements for seat belt assembly anchorages in passenger cars, multipurpose passenger vehicles, trucks and buses to ensure effective occupant restraint, and to reduce the likelihood of failure in collisions.
- **FMVSS 211**—Wheel Nuts, Wheel Discs and Hub Caps—Requires that winged projections be deleted from wheel nuts, wheel discs and hub caps on passenger cars, multipurpose passenger vehicles and equipment, eliminating a potential hazard to pedestrians and cyclists.
- **FMVSS 212**—Windshield Mounting—Requires that each windshield mounting on passenger cars must be anchored in place and retain one of two specified percentages of its periphery in a crash situation.
- **FMVSS 213**—Child Seating Systems—Specifies requirements for child seating systems, including their installation and use, to minimize the likelihood of injury and death to children in vehicle crashes or sudden stops.
- **FMVSS 214**—Side Door Strength—Specifies requirements for crush resistance levels in side doors of passenger cars to minimize the safety hazard caused by intrusion into the passenger compartment in a side impact collision.

PRP MEMBERS CONTRIBUTE TO UNIROYAL TIRE INVESTIGATION

In the June 1979 issue of the PRP News, we featured an article describing the safety-related defect investigation involving Uniroyal steel-belted radial tires announced by the Department of Transportation. The tires being investigated are those in the PR5 and PR6 lines. These tires can exhibit tread and belt separation causing hazardous driving conditions.

Brake-O-Mat in Evanston, Illinois submitted information to the PRP in response to the June article. The shop noted problems on the rear tires on a 1976 Buick Estate Station Wagon with 9,167 miles. The tires had shown signs of ply separation and vibrated when the vehicle was driven at both high and low speeds.

Gotham Auto Lease, Inc. in New Rochelle, New York submitted three tires to the PRP with similar problems. The tires exhibited belt separation causing the rubber to expand and form bumps in the tires. The tires shimmy causing bad vibration and the vehicle pulls to the left during operation.

The **State of Georgia** in Atlanta, Georgia also cantacted the PRP to report similar problems with Uniroyal steel-belted radial tires.

We appreciate these assists and encourage all PRP members to watch for similar Uniroyal tire failures.

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THE FORUM

A power steering cylinder head was submitted to the PRP by **K & B Brake and Wheel Service, Inc.** of Omaha, Nebraska. The cylinder head, which was scored, was removed from a 1976 Chrysler Newport with 42,707 miles. Scoring of the cylinder head reportedly caused the vehicle's power steering to lock when a fast turn to the right was executed.

Hansen Automotive of Minneapolis, Minnesota, reports a rear axle problem on a 1976 Ford Pinto with 25,943 miles. The axle fell off of the vehicle while it was in motion, carrying with it the rear brake lines. No accident occured due to the fact that the vehicle was moving slowly. Upon inspection, the shop found an apparent insufficient weld on the flange which holds the axle bearing.

The steering sector shaft shown in the accompanying photo, was submitted to the PRP by **Art Dell's Garage** in Rensselaer, New York. It was removed from a 1977 Chevrolet Impala with 22,329 miles. As indicated by the arrow in the photo, the shaft has several cracks and twisted threads at the point where it meets the steering arm. The result is an unstable connection between the two and potential loss of steering control. Any further information on this type of problem would be appreciated.

The 1979 Administrator's Awards for PRP members whose contributions have been particularly outstanding will be announced in the near future. It's not too early to start thinking ahead to next year's awards and your shop's contributions to the program. Take an extra minute today to send in that part or information report.

GM RECALL FOR WHEEL BEARING FAILURES PROBED

The Department of Transportation is looking into a recent General Motors Corporation recall involving possible wheel bearing failures in the entire 1978 production of Buick Century and Regal, Chevrolet Monte Carlo and Malibu, Oldsmobile Cutlass, Pontiac LeMans and Grand Prix cars, and GM Caballero and Chevrolet El Camino light trucks. The NHTSA is investigating to determine whether the problem is being properly corrected, and whether other model vehicles should be recalled.

The alleged failure, which was first described in the May 1978 issue of the PRP **News**, is due to inadequate lubrication of the front wheel bearing. Excessive front brake heat caused by front suspension weight and design of the front disc brake rotors is transferred to the front outer wheel bearing causing its grease to become a liquid. This results in inadequate lubrication of the wheel bearing. General Motors recalled the vehicle under pressure from the NHTSA and Canadian Transportation safety officials.

Symptoms of inadequate lubrication involve a front-end vibration or grinding noise, but they are not always apparent. Continued operation of the vehicle with inadquate wheel bearing lubrication can cause a front wheel outer bearing failure, resulting in damage to the spindle and loss of vehicle control or momentary loss of front disc braking.

GM's proposed remedy to correct the alleged defect involves installing new outer wheel bearings, adding new bearing lubricant, coating the spindle with additional lubricant, and installing new grease retainer caps.

The NHTSA has received approximately 700 reports of front wheel bearing failures. Most of them occured on vehicles with less than 24,000 miles.

The PRP is interested in similar wheel bearing failures in all sizes of 1975-79 GM model vehicle.

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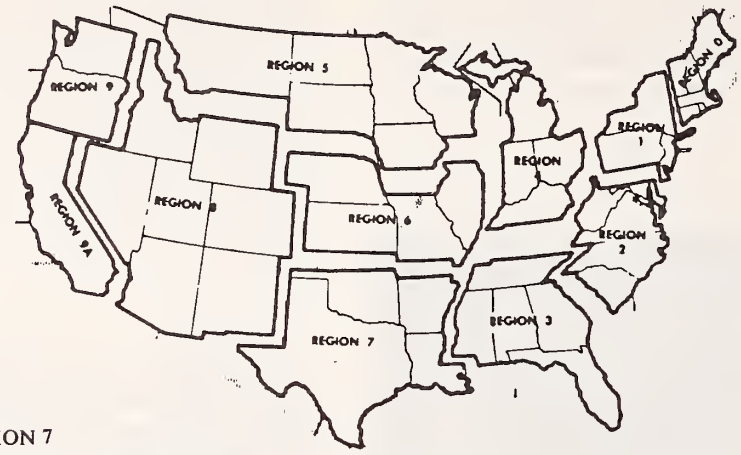

REGION 7

* **Fuselier's Auto Service, Inc.**
  Lake Charles, LA
* **C & S Brake Service**
  Ft. Worth, TX

REGION 8

* **Robertson's Automotive**
  Fountain Hills, AZ
(2) **Las Vegas Wheel Alignment**
  Las Vegas, NV

REGION 9A

* **Duane's Tune-Up Clinic**
  Manteca, CA
(2) **Ise Automotive Service**
  Hollywood, CA
* **A & E Automotive Service**
  Fresno, CA

REGION 4

* **Taylor's Garage and Service Station**
  Akron, OH

REGION 5

* **Day Nite Auto Station**
  Kaukauna, WI
* **Dave McMillen's Auto Repair**
  Duluth, MN

REGION 6

* **Hutt & Stiles**
  Skokie, IL
* **Brake-O-Mat**
  Evanston, IL
* **K & B Brake & Wheel Service, Inc.**
  Omaha, NB

REGION 0

* **Sheffield Auto Electric**
  Sheffield, MA
* **Glidden Auto Service**
  Nashua, NH
(2) **Bothel's Garage**
  Cape Elizabeth, ME
* **Henniker Automotive**
  Henniker, NH
* **Curley's Auto Repair, Inc.**
  Warwick, RI

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* **Art Dell's Garage**
  Rensselaer, NY
* **D & Z Atlantic**
  Cornwell Heights, PA
* **Stewart Auto**
  Williamsport, PA
* **Bob's Exxon Service**
  Somers Point, NJ
(2) **Gil's Safety Service**
  Ridgewood, NJ
* **Gotham Auto Lease, Inc.**
  New Rochelle, NY
* **John's Body Shop**
  Binghamton, NY
* **Kolesnik's Service Station**
  Rochester, NY

REGION 2

* **Auto Brake Corporation**
  Norfolk, VA
* **Garlick's Garage**
  Roanoke, VA

REGION 3

(2) **Wales Garage**
  Ft. Lauderdale, FL

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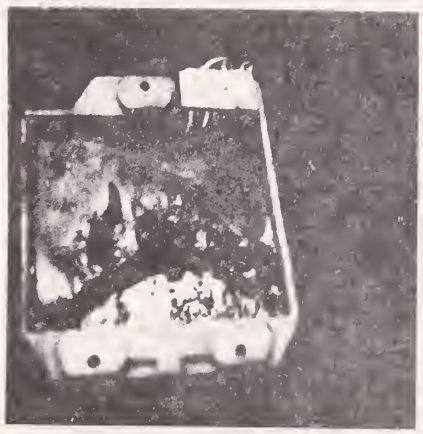
Vol. 5 No. 3 August 1979

ADEQUACY OF FIAT RUST RECALL

The National Highway Traffic Safety Administration (NHTSA) recently held a public hearing to determine whether Fiat Motors of North America, Inc., has met its obligation in carrying out a recent recall campaign involving excessive rusting and corrosion on the undercarriage of its 1970–1971 Model 850 Spyder vehicles. In addition, the hearing addressed NHTSA's recent reinstatement of an initial determination that a safety-related defect exists in 1970–1974 Fiat Model 124 vehicles due to a similar rusting problem, and whether Fiat has undertaken an unannounced recall campaign of the Model 124 which does not comply with requirements of the law.

Shortly after Fiat initiated the recall campaign, the NHTSA began receiving complaints from owners of these recalled vehicles. The complaints have dealt with: (1) the price Fiat is offering owners to repurchase corroded vehicles (e.g., $600 maximum for an 8-year-old vehicle with up to 72,000 miles), (2) alleged coercive tactics used to make the owners sell their cars back to the company, (3) Fiat's repair policy under the repair procedures of the recall, and (4) allegations that Fiat was limiting participation in the recall campaign to Model 850 owners showing proof of current vehicle registration (this limitation would exclude vehicle owners whose vehicles were so badly corroded that their owners put them in storage rather than register them for use on the highway).

NHTSA has also received complaints from owners of Model 124 vehicles concerning structural rust and corrosion. In addition it learned that Fiat has repurchased some Model 124 vehicles after inspecting them and allegedly declaring them unsafe. This information led the agency to reinstate its initial determination that 1970–1974 Model 124 Fiats also are defective.



Wales Garage, Fort Lauderdale, Florida, recently submitted the ignition amplifier shown in the picture. The amplifier was removed from a 1974 Ford Maverick with 56,000 miles. The vehicle owner has experienced intermittent stalling prior to the discovery of the problem. What is unique in this instance is that the insulation backing of the amplifies has melted away. Other amplifier submitted to the PRP have had a clear, hard backing. In this case, the backing is soft and discolored, indicating an intense heat build-up. Please keep an eye out for similar situations.

Fiat Motors and nineteen Fiat owners were at the public hearing to present testimony, data and information on both issues. A decision on the adequacy of the Fiat 850 recall will be forthcoming shortly. More information (with photos, if possible) on the above vehicles from our PRP members would be helpful.

GM V-6 Engine Stalling

Investigation continues into alleged stalling of 1977 Pontiac, Buick and Oldsmobile vehicles equipped with 231 CID V-8 engines (Defect Investigation ODI Case No. C8-33). The vehicles allegedly stall frequently when the engines are cold and while accelerating from a stop or from low speeds. The problem is accentuated when air temperatures are low.

ROBERTSON'S AUTOMOTIVE, Fountain Hills, Arizona, reports a possible answer to the problem. The shop has found a number of faulty distributor shafts in problem V-6's. Separations along the seams as well as slippage in the pin in the shaft have been found. The shop claims that replacement of the distributor shaft with a new shaft offers a permanent cure to the stalling problem. The PRP is interested in hearing from members about their experiences with V-6 stalling as well as any solution they may have to the problem. Call us collect or drop us a line via your information reporting forms.

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Our summary of Federal motor vehicle standards continues:

- **FMVSS 215**—Exterior Protection, Passenger Cars—Requires passenger cars to withstand barrier and pendulum impacts of 5 m.p.h. front and rear, without damage to lighting, fuel, exhaust, cooling and latching systems. The pendulum tests also assue a uniform bumper height among all passenger cars.

- **FMVSS 216**—Roof Crush Resistance, Passenger Cars—Sets minimum strength requirements for passenger car roofs to reduce the likelihood of roof callapse in a rollover accident.

- **FMVSS 217**—Bus Window Retention and Release— This standard establishes minimum requirements for bus window retention and release, to reduce the likelihood of passenger ejection in accidents and facilitate passenger exit in emergencies. It also requires that each school bus have an interlock system that will prevent engine start-up until all emergency door locking mechanisms are released, and an audible warning system which will sound an alarm if an emergency door release mechanism is not closed while the engine is running.

- **FMVSS 218**—Motorcycle Helmets—Requires most helmets manufactured for use by motorcyclists and other motor vehicle users to meet minimum specified performance requirements. It establishes test requirements for impact attenuation, penetration, and retention, and criteria for peripheral vision clearance, harmful projections and labeling.

- **FMVSS 219**—Windshield Zone Intrusion—The purpose of this standard is to reduce crash injuries and fatalities that result from occupants contacting vehicle components displaced near or through the windshield. The standard regulates the intrusion of vehicle parts from outside the occupant compartment into a defined zone in front of the windshield during a frontal barries crash test.

- **FMVSS 220**—School Bus Rollover Protection—This standard specifies minimum performance requirements for the structural integrity of the passenger compartment and for capability to use emergency exits (except roof exits) of school buses when subjected to forces that can be encounted in rollovers.

- **FMVSS 221**—School Bus Body Joint Strength—This standard seeks to reduce the likelihood of lacerations caused by exposure of school bus passenger to sharp metal edges when, during an accident, body panels become separated from the structural components to which they have been fastened. It specifies resistance requirements for body joints to the stress caused by the load on them in relation to the body panels.

- **FMVSS 222**—School Bus Passenger Seating, Crash Protection—This standard specifies seating, restraining barrier, and impact zone requirements for school buses. The standard relies on compartmentalization between well-padded and well-constructed seats to provide occupant protection on school buses.

Thanks . . . And a Tip of the PRP Hat

A tip of the PRP hat to **Brake-O-Mat**, Evanston, Illinois, who recently submitted to the PRP one 1977 VW Dasher and two late model VW Rabbit master cylinders and to **Protano's Service**, Worchester, Massachusetts, who has forwarded a master cylinder from a 1977 VW Dasher. These inputs are a great help in the continuing investigation into VW master cylinders.

We'd also like to commend **Larry's Auto Supply Company**, South Windsor, Connecticut, for diaplaying the PRP **News** for customers to read. A customer browsed through the July issue while making a parts purchase and noted our article on Ford Pinto tailgate latch failure. He then wrote a letter to the NHTSA reporting a similar problem in his 1976 Ford Pinto station wagon. A metal tool box placed in the cargo area had slid back and hit the tailgate, causing it to pop open.

We heartily recommend that all members keep the **PRP News** on display for their customers—it could easily result in more information on a reported problem!

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

THE PARTS RETURN PROGRAM NEWSLETTER

The Secretary of the U.S. Department of Transportation has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through March 31, 1982.

THE FORUM

Dave Strelow of **Robertson's Automotive,** Fountain Hills, Arizona reports two similar master cylinder failures on recent model GM vehicles. In one instance, a 1978 Oldsmobile Cutlass Supreme with 13,530 miles lost primary braking power without warning, the brake pedal travelling to the floor. In the second instance, a customer's 1978 Cadillac Fleetwood Brougham experienced occasional loss of braking power, with the pedal travelling to the floor. The cause of these failures was not immediately evident.

John's Body Shop, Binghamton, New York, has recently submitted information to the PRP on corrosion in the area of the gas tank on a 1974 GMC station wagon with 40,557 miles. The gas tank fell off of the vehicle after the retaining strap rusted away. In general, overall vehicle resting was about average for its age, according to the shop.

A Motorcraft battery explosion has been reported to the PRP by **Joe's Auto Service,** Albuquerque, New Mexico. The heavy duty battery was installed as original equipment on a 1977 Ford Thunderbird with 13,000 miles. The incident took place while the auto was sitting in a parking lot. The shop suggests that the explosion may have been due to heat buildup and battery brackets which were too tight.

As indicated in the accompanying picture, **Eddie's Standard Service** has submitted front brake hoses from two Plymouth Dusters which have cracked through near the connectors. The first set hoses was removed from a 1973 Duster with 38,421 miles. As reported in the July, 1979 PRP News the **State of Wisconsin** submitted front brake hoses from a 1977 Plymouth Volare with 36,300 miles showing similar cracking.

Henniler Automotive, Henniler, New Hamphsire recently forwarded to the PRP a flywheel removed from a 1976 Buick Century with 22,000 miles. the center of the flywheel cracked apart, a situation which the shop reports as common. The August, 1979 PRP News reported similar cracking in Ford, Buick and Oldsmobile vehicles.

EVALUATING AIR BAGS AND AUTOMATIC BELTS

Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection, which was highlighted in the last issue of the PRP News, is one of the NHTSA's most significant regulations. As amended, Standard No. 208 will require automatic restraint protection for front seat occupants in all passenger cars manufactured after 1 September 1983. When automatic restraints are installed on all passenger cars, the NHTSA estimates that at least 9,000 fatalities and hundreds of thousands of injuries will be prevented each year.

Stressing the importance of Standard No. 208, the NHTSA recently announced an exaluatuon plan to analyze the actual road experience of vehicles equipped with automatic restraints. The purpose of the evaluation plan is to make further refinements in the assessment of the actual, on-the-road experience with automatic restraints as the Standard takes effect. Also, should unexpected problems occur with particular cars equipped with automatic restraints, the evaluation plan would enable the NHTSA and the auto makers to become aware of them promptly and to take remedial action. This could also encourage foreign car manufacturers to increase the variety of automatic restraint system designs available to the American public.

Among the questions the NHTSA hopes to answer through the new evaluation plan are:

- What is the fatality and injury reducing effectiveness of the automatic restraint system?
- What injuries do people in crashes receive with automatic restraints.? How do they compare with injuries that would have occurred if the occupants has been unrestrained?
- How effective are automatic restraints as a function of automobile size?

The NHTSA anticipates that while the defects investigation program is not part of the exaluation plan per se, it will contribute valuable information to the effort. We may even be asking for your assistance as PRP members. Further information on the plan is available from the Office of Management Services, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590

OUTSTANDING PARTICIPANTS

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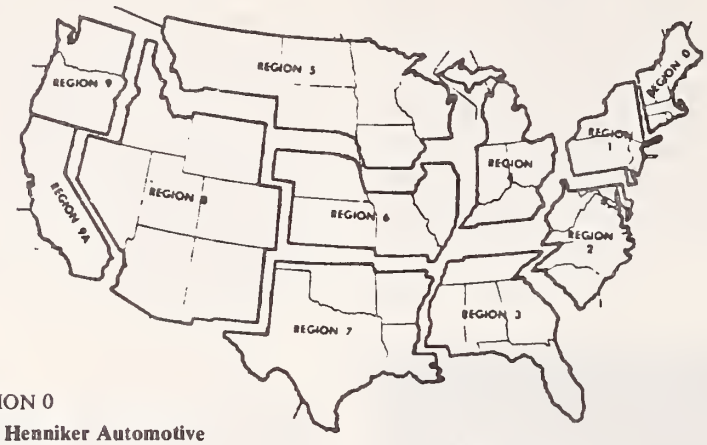

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(2) **Henniker Automotive**
Henniker, NH

REGION 1

* **Gordie's Auto Service**
West Chester, PA.

* **Vins Motor Service Corp.**
Brooklyn,, NY

(2) **Kolesnik's Service**
Rochester, NY

(3) **Gil's Safety Service**
Ridgewood, NJ

REGION 2

(1) **Berea Auto Service**
Greenville, SC

(1) **Lippy's Auto Service**
Richmond, VA

REGION 3

(3) **Wales Garage**
Ft. Lauderdale, FL

(1) **State of GA Dept. of Admin. Ser.**
Atlanta, GA

REGION 5

(2) **Dave McMillen's Auto Repair Service**
Duluth, MN

(1) **Hansen Automotive**
Minneapolis, MN

(1) **Richfield Wheel Alignment**
Minneapolis, MN

REGION 6

(2) **Brake-O-Mat**
Evanston, IL

(1) **Eddie's Standard Service**
University City, MO

(1) **AA Auto & Truck Service**
Chicago, IL

REGION 8

* **Mr. Brake #1**
Salt Lake City, UT

REGION 9

(2) **L.A.D. Auto Electric**
Spokane, WA

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parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5 No. 5 November 1979

PLASTIC FUEL TANK LEAKAGE REPORTED

In the July 1979 issue of the PRP *News,* it was reported that the U.S. Department of Transportation is considering a possible change in Federal Motor Vehicle Safety Standard 301-75 (Fuel System Integrity) to include performance requirements for non-metallic fuel tanks. Information on plastic fuel tank problems was also requested.

The NHTSA has received information on problems relating to these plastic (high density polyethylene) tanks in 1976-1979 Chrysler vehicles. These tanks range in size from 18 gallons to 50 gallons and are installed primarily in Chrysler vans, pick-up trucks and motor homes. Recently, Chrysler Corporation voluntarily initiated a recall campaign for its 1979 motorhomes equipped with a 35 gallon, midframe-mounted, plastic fuel tank. To date, NHTSA has received 14 reports of plastic tank problems directly from private owners, and 22 complaints were submitted through the cooperation of Chrysler Corporation.

Basically, two types of problems have been reported with regard to these plastic fuel tanks. First, due to load and thermal effects, ballooning of the tank occurs and may cause ruptures and leaks, if contact is made with the drive shaft or exhaust system. Second, leaks may occur from some form of "cracking" or through other means, for example, through seams.

These leakage problems are obviously very dangerous—in one case, an entire van burned and one person received burns. Please let us know if you come across any problems associated with plastic fuel tanks.

The stabilizer bar pictured above, manufactured with a hollow center, was submitted by **EAST SIDE AUTO SERVICE CENTER**, Columbus, Ohio, having been removed from a 1977 Toyota Celica with 42,000 miles. The bar reportedly snapped in two while the vehicle was in motion.

FORD ANNOUNCES CAPRI RECALL FOR SEAT BACK FAILURE

The Ford Motor Company has agreed to recall certain Capri automobiles because of safety-related defects. The recall involves 1971-73 Capris for failure of the reclining seat backs, and 1971-74 and 1976-78 Capris for separation of the manual transmission gear shift lever. Previously, Ford had agreed to recall 1971 and 1972 Capris because of a defect in the headlight switch.

Regarding the seat back failures, the NHTSA said that its investigation showed it is possible for the driver's seat back to collapse toward the rear of the vehicle, making it difficult for the driver to maintain vehicle control. The failure apparently is caused by the absence of a required weld in the structure of the seat. The agency received reports of more than 500 instances of failures, including three accidents.

The NHTSA also reported that it had received at least 250 reports involving separation of the gear shift lever, including one reported accident. Separation can occur without warning and can cause loss of ability to control the vehicle.

GET IN THE HOLIDAY SAFETY SPIRIT!

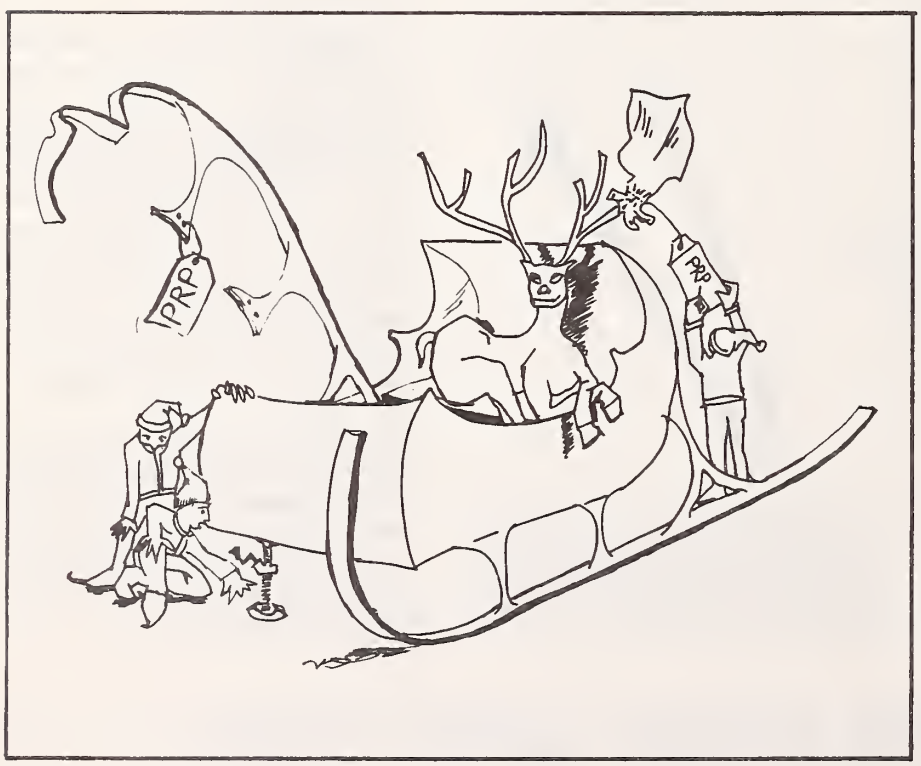
Send in a failed part today.

DOT CAR CRASH TEST RESULTS ANNOUNCED

The NHTSA recently announced the crash test results of its new car assessment program in which domestic, European and Japanese cars are being crash tested—both front and rear—at a speed of 35 miles per hour.

The Chevrolet Citation and Chevette, Ford Mustang and Plymouth Horizon all performed very well under the tests. The preliminary findings in the tests, however, indicate that there are substantial differences in the degree of crash protection that manufacturers build into their cars. The NHTSA was particularly disappointed that none of the imported cars tested provided a high level of occupant crash protection in frontal crashes.

The crash test program is an important step toward a federal automotive crashworthiness rating system. Such a rating system could help consumers determine the safety performance differences among the hundreds of makes and models produced by the industry. According to the NHTSA, a crashworthiness rating system would not only give the consumer more vital information about new cars in the marketplace, but would also generate competition among the manufacturers to produce cars which are safer, more resistant to damage and less costly to service and repair. Testing completed thus far in the initial phase of the program will help determine whether or not a continuing program of rating vehicles for crashworthiness should be instituted, based on higher levels of performance than those required by minimum safety standards.



"THAT RUNNER LOOKED DEFECTIVE TOO. LET'S SEND THEM BOTH IN TO THE PRP."

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Our summary of Federal Motor Vehicle Safety Standards concludes with this issue.

- **FMVSS 301**—Fuel System Integrity, Passenger Cars—The present standard specifies requirements for integrity and security of the entire fuel system, including the fuel tanks, fuel pump, carburetor, emission controls, lines and connections. Beginning September 1, 1977, all vehicles under 10,000 pounds, except motorcycles, must withstand severe front, rear and lateral barrier impact crash tests. Manufacturers must also be able to demonstrate that fuel loss will not exceed one ounce per minute in a static rollover test following these barrier crash tests, as well as not exceeding these limits after and incidental to the crash tests.
- **FMVSS 302**—Flammability of Interior Materials—This standard specifies burn resistance requirements for materials used in the occupant compartment of motor vehicles in order to reduce deaths and injuries caused by vehicle fires.

Inputs from PRP members can, in some cases, help in the formulation of new standards or in the revision of current standards. If you are interested in further information on these standards, write for the booklet "Standards", Office of Public Affairs, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

THE BOX SCORE

Total Membership: 2600
Inputs for October: 65
Total Inputs Since 7/1/79: 265

THE FORUM

Special thanks to Ed Coffer of **AUTOMATIC TRANSMISSION SERVICE,** San Diego, California, who wrote an article about the PRP in the September-October issue of San Diego's local *Moto Mike News,* published by Motor Machine and Supply of San Diego. We would like to express our appreciation to Ed and to encourage others to spread the word about the PRP.

We've recently received two GM flywheels from PRP members. Both flywheels had similar failures, having broken completely through at the center, as shown in the accompanying picture. The illustrated flywheel was submitted by **HENNIKER AUTOMOTIVE,** Henniker, New Hampshire and was removed from a 1976 Buick Century with 22,000 miles. The other flywheel was contributed by **ISE AUTOMOTIVE SERVICE,** Hollywood, California and came from a Cadillac Eldorado with 72,000 miles.

DUANE'S TUNE-UP CLINIC, Manteca, California, has recently submitted to the PRP six failed electronic ignition amplifier modules from 1977-78 Ford vehicles and one from a 1978 Cadillac Seville. The shop reports, as many other PRP members have, that this is a common problem, especially with Ford electronic ignition systems.

GIL'S SAFETY SERVICE, Ridgewood, New Jersey, has submitted two broken brake backing plates from a 1978 Dodge Aspen used as a taxicab. The shop reports that this is a common problem. Also reported—a 1976 Plymouth Volare with no upper shaft support bracket.

NOCH'S AUTO REPAIR, Glastonbury, Connecticut, recently contributed a failed rear axle bearing from a 1968 Mercury Montego with 95,000 miles. The shop reports that the bearing failed twice in the last three years. Both times it broke apart. The first time the failure occurred, the vehicle was in motion.

Do your part during the upcoming holiday season. Send in a part or information report form on *any* problem which you feel is safety-related. We're waiting to hear from *every* member this year.

BRAKE STANDARDS FOR LIGHT TRUCKS AND VANS

In an effort to stem the rising number of fatalities in accidents involving light trucks and vans, as well as multi-purpose passenger vehicles, the NHTSA has proposed to extend the requirements of its standard on hydraulic brake systems (Federal Motor Vehicle Safety Standard 105-75) to vehicles with a gross vehicle weight rating of 10,000 pounds or less. The standard currently applies only to passenger cars and school buses.

Since 1975, sales of light trucks, vans and on/off road vehicles have increased substantially while corresponding occupant fatalities rose from 4,672 in 1975 to 6,585 in 1978, an increase of 41%.

The existing standard requires passenger cars to stop in 194 feet from 60 miles per hour in a lightly-loaded condition. The new proposed stopping distance is 216 feet for trucks, buses and vans under 8,000 pounds and a range of distances from 228 to 242 feet for lightly loaded trucks, buses and vans weighing between 8,000 and 10,000 pounds.

The proposed rule would also upgrade the performance requirements for school buses and extend the standard on a limited basis to heavier vehicles weighing more than 10,000 pounds.

During the past year, the PRP has received inputs on brake problems in 1977 Dodge B200 and B300 series vans and the 1976 Chevrolet LUV. Further information on braking problems in light trucks and vans would be appreciated.

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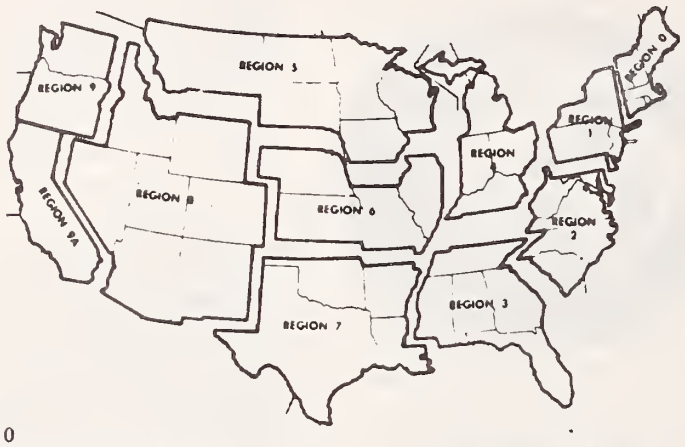

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- * **Protano's Service Station**
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- (2) **Noch's Auto Repair**
  Glastonbury, CT

REGION 1

- * **Basile's Exxon**
  Fairview Vlg., PA
- * **Robbin's Exxon Service**
  Norristown, PA
- (4) **Gil's Safety Service**
  Ridgewood, NJ

REGION 2

- * **Cherrydale Motors**
  Arlington, VA
- * **Yon Brother's Garage**
  Charleston, SC
- (2) **Auto Brake Co.**
  Norfolk, VA
- * **Jack Stoltz's Garage**
  Winston-Salem, NC

REGION 3

- * **Ed's Automotive Center**
  Miami, FL
- (4) **Wales Garage**
  Ft. Lauderdale, FL

REGION 4

- * **East Side Auto Service**
  Columbus, OH

REGION 5

- * **Minnesota Gas Co.**
  Minneapolis, MN

REGION 6

- (2) **A & A Auto & Truck Service**
  Chicago, IL
- (2) **Eddie's Standard Service**
  University City, MO

REGION 7

- * **Stewart's Garage**
  San Angelo, TX
- (2) **C & S Brake Service**
  Ft. Worth TX

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- (2) **Robertson Automotive**
  Fountain Hills, AZ
- * **Brown Road Exxon Service**
  Mesa, AZ
- (2) **Joe's Auto Service**
  Albuquerque, NM

REGION 9

- * **Leonard's Service**
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- (2) **Duane's Tune-Up Clinic**
  Manteca, CA
- (3) **Ise Automotive Service**
  Hollywood, CA
- * **Sequoia Institute**
  Sunnyvale, CA

REGION 9A

- (3) **L.A.D. Auto Electric**
  Spokane, WA

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Vol. 5 No. 4 December 1979

FORD FIESTA TRACK ROD UNDER INVESTIGATION

The NHTSA is currently looking into complaints of track rod failures on 1978 and 1979 Ford Fiesta models at mileages ranging from 4,000 to 43,000. The rod, which locates the rear suspension members, links the axle on one side of the vehicle to the frame on the other side, limiting transverse movement of the suspension.

The track rod, also called a Panhard rod or sway bar, is a 'U'-shaped Channel as opposed to being a solid bar. Failure reports indicate that generally the rod shows signs of bending before failure occurs. However, breakage can occur with no prior warning, resulting in swaying of the vehicle and alleged loss of directional control.

A total of 18 failures have been reported with one resulting in an accident—a single vehicle rollover. Approximately 200,000 1978 and 1979 Fiestas may be involved.

The rod in the photo below, taken from a 1978 Fiesta with 29,000 miles, shows a typical failure. The rod was submitted by **PROTANO'S SERVICE STATION, INC.** PRP members should note that indications of bending often precede breaking.

Members are encouraged to report any problems they have encountered with Fiesta Panhard rod assemblies in the past, and report any problems they see in the future.

DOT LAUNCHES ALL-OUT ATTACK ON DRUNK DRIVING

Joan Claybrook, NHTSA Administrator, recently outlined a program to deal with the problem of drunken driving, which is based on a coordinated effort by the police, courts, local governments and rehabilitation agencies. She called on the nation's governors, mayors, and county executives to begin an all-out attack on the problem of drunk driving. Claybrook suggested these specific actions:

- Encourage cities and counties to adopt coordinated programs to deal with the drunk driver.
- Make the programs financially self-supporting through fines and treatment fees for drunk drivers.
- Improve drunk driver apprehension techniques and support equipment such as the new roadside breath-alcohol testers.
- Streamline court procedures to handle increased caseloads.
- Combine punishment for the drunk driving offense with treatment for the offender's underlying alcohol problem.

THE BOX SCORE

Total Membership: 2600
Inputs for November: 68
Total Inputs Since 7/1/79: 333

MORE JACK PROBLEMS

Two more original equipment jack failures were submitted to the PRP this month. **WALES GARAGE** in Fort Lauderdale, Florida sent in the photo of the screw-type jack from a 1978 Volvo 264. The vehicle rolled off the jack when the lug nuts were loosened resulting in the jack arm twisting and the base collapsing.

SCIENTIFIC PRODUCTS, of McGraw Park, Illinois, notified the PRP of a similar incident involving the bumper jack from a 1978 Chevrolet Malibu Classic station wagon. While the driver was changing a rear tire, the vehicle reportedly fell off the jack, injuring his hand.

As reported in the September 1979 issue, NHTSA has announced an initial defect determination regarding the original equipment screw-type jack provided with certain Chevrolet and GMC light trucks.

HEAVY TRUCK BRAKE STANDARDS UPHELD

The U.S. Department of Transportation moved recently to prevent a serious downgrading in the safety of the brake systems now used on heavy duty trucks, which could lead to an increase in the already rising number of accidents involving large trucks.

The department's National Highway Traffic Safety Administration has learned that several manufacturers are considering removing front axle service brakes from some of their vehicles as a means of reducing truck weight and costs. NHTSA test data indicate that such action could lengthen stopping distances at 60 miles per hour by 36 to 139 feet—increases of up to 66 percent.

In order to prevent a weakening of truck brake systems, NHTSA has issued a notice of proposed rulemaking that would require heavy duty trucks, truck-tractors and trailers weighing more than 10,000 pounds to be equipped with service brakes that act on each wheel. Since this is now the practice in the industry, the agency's action would not result in additional costs for either the manufacturers or the truck owners.

Fatalities involving heavy truck accidents have risen over 40 percent since 1975, and there was a 30 percent increase in automobile occupant deaths during the same period attributable to crashes involving heavy trucks.

Since the NHTSA proposal would impose no additional burdens on manufacturers, it would become effective as soon as it is published as a final rule in the Federal Register.

TELEPHONE CALLS

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DEFECTS INVESTIGATION CHECKLIST

- **C9-24**—Alleged failure of flexible blade cooling fan. 1973 Dodge, Plymouth, and Chrysler passenger cars with 318 CID engine.
- **C9-19**—Alleged blowouts and failures which can result in accidents. 1975 and 1976 Uniroyal PR-5/Zeta; PR-6/H-14, 15/J-15/L-15; TPC FR-6/H-14, 15/J-15/L-15 radial tires.
- **C9-18**—Alleged tailgate door latch failure. 1975 Mazda RX-3 Station Wagon.
- **C9-17**—Alleged tailgate or hatchback door latch failure. 1971-1978 Ford Pinto and Mustang II and 1971-1978 Mercury Bobcat.
- **C9-16**—Alleged tailgate door latch failure. 1973-1978 Toyota Corona Station Wagon and 1973-1978 Toyota Corolla Station Wagon.
- **C9-15**—Alleged tailgate door latch failure. 1979 Subaru Station Wagon.
- **C9-14**—Alleged hatchback door latch failure. 1976-1979 Renault Type 1228 Hatchback.

OLD MAILBAGS

Check your PRP mailbag inventory for any mailbags addressed to Inland Testing Laboratories. The address on these bags is incorrect and parts sent in these bags have to be rerouted to us causing a delay. If your shop has any of these old mailbags please give us a call so we can supply you with new ones.

THE FORUM

The PRP received a list of tire failures noted by **GIL'S SAFETY SERVICE** of Ridgewood, New Jersey, since the beginning of September, 1979. Included were three failures of Uniroyal radial tires possibly covered in the recently announced defect investigation. In a related incident, the **STATE OF GEORGIA** submitted the accompanying photo of a Uniroyal PR6 radial taken from a 1977 Pontiac Station Wagon with 12,000 miles.

ISE AUTOMOTIVE SERVICE of Hollywood, California, continued to be an active member this month by submitting 12 parts to the PRP. Congratulations once again to Ise Kuromi and his staff.

OOPS

We goofed. Our October 1979 issue was inadvertently dated August 1979. Please excuse our mistake.

EDDIE'S STANDARD SERVICE of University City, Missouri, contacted the PRP to report a rust problem with a 1971 Opel GT. The frame and body rust caused the upper shock mount to pull away from the frame and resulted in the inability to replace a worn shock absorber.

BIG BRAKE SAFETY CENTER, of Gulfport, Mississippi, submitted the right front wheel bearings from a 1979 Pontiac Grand Prix with 27,000 miles, which failed due to loss of lubrication. The shop reports three such failures on this vehicle alone, and cites similar failures on 4 other vehicles of the same year and model.

DOT IMPROVES SAFETY IN LIGHT TRUCKS AND VANS

The U.S. Department of Transportation moved today to increase protection in accidents for the drivers and passengers of light trucks and vans.

The department's National Highway Traffic Safety Administration issued amendments that extend three federal motor vehicle safety standards to light trucks and vans that will become effective Sept. 1, 1981. This will give manufacturers time to design and produce vehicles with the added protection. The regulations since the late 1960's have applied only to passenger cars.

The three standards involve improving interior padding to protect occupants, improving protection for the driver by providing steering wheels that absorb energy to cushion the driver's impact in the event of an accident, and limiting the distance the steering assembly can move backwards in order to avoid impact with the driver in a crash.

Joan Claybrook, the head of NHTSA, said the rapid growth of light trucks and vans has resulted in a significant increase in fatalities and injuries which now number in excess of 5,000 a year. "The number of vehicles such as pickup trucks, buses and vans has increased about 85 percent over the last decade, and light trucks now account for 89 percent of the truck market. Sales of these vehicles passed the three million mark in 1977 and are expected to grow through the 1980's."

She said that based on an agency evaluation of the effectiveness of the three standards in passenger cars, "We can expect a reduction of several hundred fatalities and over 4,000 serious injuries per year once all light trucks and vans comply with the standards."

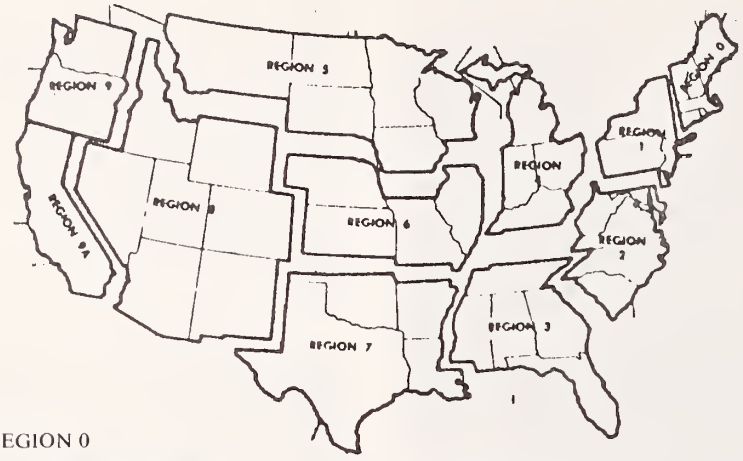
The revised standards will require:

- That instrument panels, seat backs, sun visors and arm rests be designed to lessen injuries when persons are thrown against them in crashes;
- The steering wheel to cushion the impact which occurs when a driver strikes the steering wheel in an accident; and
- Limitation of the rearward movement of the steering assembly to no more than five inches, when the vehicle crashes into a barrier at 30 miles per hour.

Standard 201, Occupant Protection in Interior Impact, and Standard 203, Impact Protection for the Driver from the Steering Control System, will apply to trucks, buses and multipurpose passenger vehicles with a gross vehicle weight of 10,000 pounds or less, while Standard 204, Steering Control Rearward Displacement, is being extended to cover trucks, buses and multipurpose vehicles with an unloaded vehicle weight of 4,000 pounds or less.

OUTSTANDING PARTICIPANTS

The members highlighted below have contributed parts or information to the PRP within the past month. Asterisks indicate first contributions for the year (July 1979 through August 1980). Numbers in parenthesis indicate number of months a shop has been active in the current year.



REGION 0

(2) **Protano's Service**
Worcester, MA 01606

REGION 1

(3) **Gil's Safety Service**
Ridgewood, NJ 07450

(2) **John's Body Shop**
Binghamton, NY 13901

* **Main Friendly Service**
Bergenfield, NJ 07621

* **DMV—DIV. OF VEH. SAFETY**
New York, NY 10047

* **Woody's Garage**
Montoursville, PA 17754

REGION 2

* **Call Carl, Inc.**
Fairfax, VA 22030

REGION 3

(5) **Wales Garage**
Ft. Lauderdale, FL 33316

(2) **State of Ga. Dept. of Admin.**
Atlanta, GA 30316

* **Auto Safety Service, Inc.**
Oakland Park, FL 33308

(2) **Big Brake Safety Center**
Gulfport, MS 39051

REGION 4

None

REGION 5

None

REGION 6

(3) **Brake O-Mat**
Evanston, IL 60201

(3) **Eddie's Standard Service**
University, City, MO 63130

* **Scientific Products**
McGraw Park, IL 60085

REGION 7

None

REGION 8

* **Accurate Auto**
Yuma, AZ 85364

REGION 9

* **Big Brake and Alignment**
Stockton, CA 95209

* **Wayne's Garage**
Eugene, OR 97405

(4) **Ise Automotive Service**
Hollywood, CA 90027

(4) **L A D Auto Electric**
Spokane, WA 99206

THE PARTS RETURN PROGRAM NEWSLETTER

The Secretary of the U.S. Department of Transportation has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through March 31, 1982.

U.S. DEPARTMENT OF TRANSPORTATION
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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5 No. 7 January-February 1980

REAR WINDOW BREAKAGE FROM ELECTRIC DEFROSTERS

NHTSA is currently looking into reports of glass breakage on 1979 General Motors A-body station wagons equipped with rear window defrosters. The A-body is GM's downsized intermediate—the Chevrolet Malibu, Pontiac LeMans, Oldsmobile Cutlass, and Buick Century.

Reportedly, the glass breaks after the defroster has been on for a few minutes. In many cases, owners have complained of smelling smoke or fire prior to breakage. NHTSA has received reports of both glass explosions, where the glass is hurled backwards, away from the vehicle, and implosions, where the glass enters the passenger compartment. In at least one case, an owner was reportedly injured when, after smelling smoke, he went to the rear of the car to inspect the glass. The window exploded, hurling glass 20 feet out the rear of the vehicle. The owner's hands were cut in the incident.

NHTSA is primarily concerned with the safety of passengers, especially children who might be riding in the back of the car at the time of window breakage.

Interestingly, the alleged problem appears to be centered around only the 1979 models. NHTSA has not received any reports that indicate similar problems on either 1978 or 1980 models, although they both are virtually identical. Also of interest is the fact that in a related incident, NHTSA received 10 reports of rear window breakage in 1978 Cougars, but none in other similar Ford vehicles such as the Thunderbird or LTD II. The agency is also looking into these failures.

The PRP is interested in hearing from members about similar rear window breakage. Call us collect or fill out an information report form and drop it in the mail.

MORE DODGE VAN SUSPENSION PROBLEMS

Pictured below is the right front lower ball joint from a 1977 Dodge Van with approximately 66,000 miles. As shown, the part has completely separated. It exhibits signs of abnormal wear at the taper end of the ball.

According to **RED'S AUTOMOTIVE** of Abilene, Texas, the vehicle was moving at between 30 and 40 mph when the failure occurred, resulting in partial loss of steering and other vehicle control. Fortunately, the failure did not cause an accident. The shop further stated that the vehicle was in good condition, had been serviced regularly, and was not abused.

In the September 1978 Newsletter, similar ball joint breakage in Dodge Vans was reported. In contrast, it was speculated at that time that the failure was due to mismatched tapers on the ball joint and spindle, causing the stud to break. The PRP is interested in hearing from members regarding Dodge Van suspension problems. Any further information would be appreciated.

NINE MILLION VEHICLES RECALLED IN 1979

According to figures recently released by the U.S. Department of Transportation, 8.8 million motor vehicles and more than 250,000 tires were recalled for safety related defects in 1979. In 1978, over 9 million vehicles were recalled by manufacturers.

PRP members will be interested to know that out of 259 recall campaigns, 54 recalls involving 3.7 million vehicles were influenced by government actions or investigations.

The largest single recall campaign was conducted by General Motors and involved almost 1.9 million 1978 intermediate Chevrolet, Pontiac, Oldsmobile, Buick and GMC Caballero vehicles to fix a wheel bearing problem which could result in loss of vehicle control. G.M. also recalled over 1.3 million Chevrolet, Pontiac, Oldsmobile, Buick, and Cadillac cars, because the heads of the seat belt anchor bolts could break off.

Ford recalled 517,000 Mercury Capris ranging from model years 1971-1978 for various defects including front seat reclining mechanism failure, headlight switches that would fall apart, and floor mounted gear shift levers that would detach from the transmission. All three of these recalls resulted from NHTSA investigations.

The largest recall campaign of foreign vehicles involves 540,000 Volkswagen Rabbit and Scirocco vehicles with standard transmissions built from 1975-1978 to correct a problem which could result in the vehicles starting and moving by themselves.

Rolls-Royce Motors recalled 193 of its 1979 Rolls-Royce and Bentley cars to correct a defect involving the rear seat belt.

In addition to the vehicle and tire recalls, almost 2 million units of motor vehicle equipment such as jacks, motorcycle luggage racks, and fuel filters were recalled under NHTSA regulations.

Since NHTSA was created in 1966, vehicle manufacturers have recalled almost 83.7 million vehicles in 2,926 recall campaigns. NHTSA has directly influenced the recall of more than half of these vehicles.

HIGHWAY SAFETY SURVEY

The U.S. Department of Transportation recently released the results of a nationwide telephone survey of motorists' attitudes toward current and proposed highway safety programs. The survey shows strong support of the 55 mile-per-hour speed limit as well as other programs.

The survey of 1,500 licensed drivers found that:

- 77% are in favor of keeping the 55 MPH speed limit.
- 51% would prefer air bags over automatic safety belts, even if the air bags cost up to $200 more.
- 84% favored a law requiring children under 5 to use safety belts.
- 52% supported a mandatory seat belt usage law.
- 60% are willing to pay higher taxes for programs to deal with the drunk driving problem.

Joan Claybrook, head of the NHTSA, said, "This survey and other public opinion polls have consistently shown a high level of support for the 55 MPH speed limit. A large majority of drivers consider 55 to be a reasonable and effective way to not only save lives and reduce injuries, but to conserve energy as well".

BUICK POWER STEERING GEARBOX FAILURE

SASSAMAN AND BURDEN AUTO SERVICE of Temple, PA, recently submitted the steering gearbox shown below, from a 1974 Buick Electra 225 Limited. As shown in the picture, the casting split in the lower section of the housing where the steel end plug and 'O' ring seal are retained by a snap ring.

The damage reportedly resulted in the complete loss of power steering fluid and consequently, the loss of power assist. The cause of the failure is not clearly known.

Vehicle mileage was 56,000 at the time of failure.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

THE FORUM

FRANK'S FRONT END SERVICE, of Manchester, NH, supplied information to the PRP of a wheel failure in a 1969 Chevrolet C-10 pickup truck with 58,498 miles. The vehicle was brought to the shop with a complaint of a shimmy. Upon inspection, they noticed a split in the rim causing an imbalance condition. The tire had not lost air, and there was no evidence of the wheel being hit or rust damage that could have caused the failure.

In response to the flywheel problems reported in the August newsletter, **LAMBERTS MOBIL SERVICE** of Downingtown, PA, submitted to the PRP this month the flyweel/flexplate from a 1977 Pinto with 48,000 miles. According to the shop, the owner noticed a knock as he was driving down a hill. At the bottom of the hill he accelerated, the engine raced, but the car did not speed up. Upon inspection, it was noticed that the center hub spun around on the flywheel, elongating the mounting hole.

LEXINGTON BRAKE, of Lexington, KY, submitted to the PRP a disc brake rotor from a 1973 Pontiac Firebird. The inboard side braking surface had been worn through to the cooling fins, while wear on the outboard side was negligible. The exact cause of the problem was not clear, although it was evident that the brake piston was unable to retract the pad from the rotor, causing excessive wear. The problem was corrected by replacing the rotor and overhauling the caliper.

Here's a stumper! An owner of a 1978 Dodge Van with 52,000 miles drove into **ISE AUTOMOTIVE**, of Hollywood, CA, complaining of a loss of braking power. The shop reports to the PRP that the brake were dragging slightly, causing exessive heat and thus brake fade, and accelerated brake pad wear. The problem was traced to the vacuum assist power booster. A ruptured diaphragm is at least partially the cause. The problem also created a rough engine idle.

MAILBAGS

Apparently, there are still a number of old mailbags in the field, addressed to previous PRP contractors. Members should make certain that before mailing parts to the PRP, the canvas mailbag is addressed to U.S. Department of Transportation, c/o KAPPA SYSTEMS, INC., 1501 Wilson Boulevard, Arlington, VA 22209.

If you find any old mailbags around the shop, the next time you contribute to the PRP, place the old mailbages in the current bag along with the parts or call 703-527-4500. This will ensure that your contribution does not get lost in the mail and therefore is of value to the PRP.

A special thanks to Ms. Delores Stevens of the NHTSA regional office in Chicago for bringing this matter to the attention of the PRP.

Also, in order for the PRP staff to accurately process the parts you send in, make certain that you insert the failed part data tag into the protective cover before mailing. Otherwise, the tag may become soiled and illegible in transit.

THE PARTS RETURN PROGRAM NEWSLETTER

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OUTSTANDING PARTICIPANTS

(January–February 1980 Issue)

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REGION 0

* **FRANK'S FRONT END SERVICE**
Manchester, NH 03103

REGION 1

(4) **GIL'S SAFETY SERVICE**
Ridgewood, NJ 07450

(3) **JOHN'S BODY SHOP**
Binghamton, NY 13901

(4) **WOODY'S GARAGE**
Montoursville, PA 17754

(2) **DEL HATT ALIGNMENT REPAIR**
Poughkeepsie, NY 12601

(2) **D & Z ATLANTIC**
Cornwall Heights, PA 19020

* **SASSAMAN & BURDEN AUTOMOTIVE SERVICE**
Temple, PA 19560

* **EARL R. LAMBERT MOBIL SERVICE**
Downingtown, PA 19335

* **W & S SERVICE**
Wilmington, DE 19805

REGION 2

NONE

REGION 3

(6) **WALE'S GARAGE**
Ft. Lauderdale, FL 33316

(3) **STATE OF GEORGIA—DEPT. OF ADMINISTRATIVE SERVICES**
Atlanta, GA 30316

* **R. W. HARMON & SONS, INC.**
Memphis, TN 38118

REGION 4

* **LEXINGTON BRAKE**
Lexington, KY 40503

* **PHIL'S AUTO CARE SERVICE**
Avon Lake, OH 44012

REGION 5

NONE

REGION 6

NONE

REGION 7

* **RED'S AUTOMOTIVE**
Abilene, TX 79605

* **B & N AXLE SERVICE**
Austin, TX 78701

REGION 8

NONE

REGION 9

(5) **ISE AUTOMOTIVE SERVICE**
Hollywood, CA 90027

* **MAYER AUTO SERVICE**
Marysville, WA 98270

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U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5 No. 8 March 1980

RUNAWAY RABBITS REPORTED

The National Highway Traffic Safety Administration (NHTSA) recently initiated a formal defect investigation into reports of uncontrolled acceleration in Volkswagens equipped with the popular diesel engine.

According to the NHTSA's Office of Defects Investigation, at least 16 reports of this nature have been received to date, covering vehicles with as little as 7,000 miles. Typically, a driver feels a "surge" during normal operation of the vehicle, and the vehicle begins accelerating on its own. Releasing the accelerator has no effect on slowing the vehicle down as there is no throttling of air in a diesel engine. Engine speed is controlled by regulating the amount of fuel injected into each cylinder. It is suspected that "pullover oil"—lubricating oil pulled into the combustion chamber—is the cause of the problem. Releasing the accelerator reduces the amount of fuel delivered to each cylinder, however, if pullover oil is present in the cylinder, it burns as fuel, producing power.

The problem is compounded by the fact that switching the "ignition" switch off also will have no effect on engine speed, because there is no ignition system on a diesel engine. Turning off the "ignition" switch shuts off the fuel supply to the injection pump, but if lubricating oil is present in the combustion chamber, the compression ignition engine will continue to run.

The source of the pullover oil is not known at this time. However, it is speculated that oil lying in the cylinder head below the camshaft could be pulled into the cylinders through the crankshaft ventilation PCV hose into the intake manifold. Another possible source of oil or oil foam is past the piston rings due to crankcase pressure.

The only way to stop the vehicle when the problem occurs is to stall the engine by braking while in gear.

The title of the investigation is "Alleged Uncontrollable Acceleration of Diesel Engines in 1977–1980 Rabbit and 1979–1980 Dasher Vehicles Manufactured/Imported by Volkswagen of America, Inc., ODI Case No. C80-04".

G.M. SPINDLE FAILURES

FOSTER'S SERVICE CORP. of Seattle, WA sent 2 spindles from late model General Motors products to the PRP. The spindle in the photo was taken from a 1979 Cadillac Seville with 23,000 miles. As can be seen, the outer wheel bearing inner race seized to the spindle, and the related heat build-up and friction caused the end of the spindle to twist off. The shop was unable to verify if the vehicle was in motion when the failure occurred.

The day before this spindle was removed, the shop uncovered a similar problem on a 1973 full sized Chevrolet with 21,000 miles. While the Chevrolet spindle did not break, the wheel bearing race is seized to it in a similar manner and extensive bluish discoloration indicated intense heat build-up.

DIESEL DILEMMA

WALES GARAGE of Fort Lauderdale, FL contacted the PRP regarding a stalling problem with a 1979 Cadillac Seville equipped with a diesel engine. According to the shop, the vehicle which has 7,200 miles showing, stalls intermittently, without warning, and cannot be re-started until the fuel system is bled.

The problem does not follow any pattern. The engine can quit while idling or while traveling at highway speed. The safety factor of vehicle stalling is amplified because the vehicle is equipped with the Bendix Hydro-boost steering and brake assist. If the engine stalls, partial loss of both steering and brake control is experienced.

The shop reports that they have ruled out fuel contamination as the cause, primarily because the vehicle owner owns another diesel which does not exhibit this problem. They suspect the fuel pump or the pump relay circuit, however, the scarcity of service literature on the vehicle has made diagnosis difficult.

If any other members have seen this problem or have ideas on the "fix", the PRP would like to hear your comments. We'll pass them along.

ELECTRIC VEHICLE SAFETY PROBLEMS

The Argonne National Laboratory, part of the Department of Energy, recently released findings of potential safety problems related to the electric vehicle test program. While the environmental impact is insignificant due to the small scale of the test program, safety related problems unique to the electric vehicle will deserve some unique consideration as their use becomes more widespread.

According to an article in the January 21 *Automotive News,* DOE has noted that poisonous stibine and arsine gas is produced during the charging cycle. While the level of arsine is expected to remain low, positive ventilation is necessary to control stibine levels during charging. Additionally, there will be a need to train local fire fighters to handle accidents with electrics.

Other problems noted in the study include—

- The potential for chemicals to spill into water supplies
- The compatibility of electrics with other vehicles on the road, primarily due to the poor acceleration of the electrics
- How electrics should be taxed to pay for roads (normally done through gasoline taxes)
- How electrics should be insured, since there is no data on claims of accidents.

More data is also needed on the low noise levels of electrics—beneficial in urban areas, but not without dangers since pedestrians may not hear them coming.

THE FORUM

JONES' AUTO SERVICE of Richmond, VA submitted the rocker arm in the accompanying photo. The part was taken from a 1977 Chrysler LeBaron with a 318 CID engine with 20,000 miles. The part does not show signs of abnormal wear or overheating and no other apparent cause could be determined.

Two idler arms were submitted to the PRP this month. **CHET'S SUNOCO**, of Avon Lake, OH, submitted an idler arm from a 1970 Ford LTD with 69,000 miles. Allegedly, the bushing on the idler arm at the bracket end becomes frozen to the idler arm, causes the bracket to separate from the frame, and can result in loss of vehicle control. This failure is the subject of a NHTSA defects investigation.

An idler arm from a 1979 Chevrolet C-30 crew cab pickup truck with 8,000 miles was submitted by the **MIDAS MUFFLER SHOP, INC.** in Bakersfield, CA. According to the shop, there was excessive play in the arm at the bracket end, which is a ball and socket-type joint. This condition can cause excessive free play in the steering and could represent a potentially hazardous condition.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

GORDIE'S AUTO SERVICE of West Chester, PA submitted a steering gearbox from a 1974 Ford E-200 van with 69,000 miles. The gearbox showed signs of accelerated wear on the steering shaft and bearings. According to the shop, this resulted in one foot of free play at the steering wheel. The shop noted that the steering gearbox on this particular vehicle had already been replaced once before, about two years ago. They also stated that steering gearbox problems are not uncommon on Ford light trucks and vans. The PRP is interested in hearing from other members who have seen similar failures.

We were sorry to learn of a fire that destroyed the shop and business of one of our members, **HARRIS & PAULL** garage in Reno, NV.

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Information on the failure of a leaf spring was supplied by **EDDIE'S STANDARD SERVICE**, of University City, MO. The vehicle, a 1977 Chevrolet Nova with 27,000 miles was brought into the shop with a complaint of sagging at the rear end. Inspection revealed that the top leaf of the right rear spring had broken near the center belt. Since this is the leaf by which the rest of the spring is attached to the frame, the body of the vehicle was allowed to rest on the axle housing. Fortunately, the spring break did not cause an accident.

ABBOTT'S GARAGE of South Norwalk, CT submitted seven parts to the PRP in January. Of particular interest was the crankshaft pulley from a 1979 Chevette with 18,000 miles. The center of the pulley was cracked and pulled away from the web. No cause was apparent. Also of interest was another EGR spacer plate from a 1977 Mercury with 22,000 miles. The base of the plate was eroded, causing a vacuum leak and stalling.

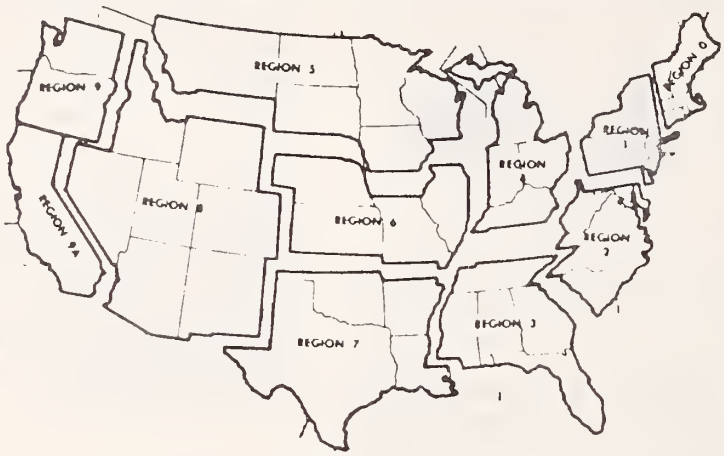
OLD MAILBAGS

Once again, the PRP staff would like to remind members to check their supplies for old mailbags. Parts should be returned to the PRP only in mailbags addressed to KAPPA SYSTEMS, INC. If you have any mailbags addressed to INLAND TESTING LABORATORIES or GENERAL ENVIRONMENTAL CORP., please return them to the PRP with your next contribution.

PARTICIPANTS LAST MONTH

(March 1980 Issue)

The members highlighted below have contributed parts or information to the PRP within the last month. Asterisks indicate first contributions for the year (July 1978 through August 1980). Numbers in parenthesis indicate number of months a shop has been active in the current year.



REGION 0

* **ABBOTT'S GARAGE**
S. Norwalk, CT 06856

(2) **SHEFFIELD AUTO ELECTRIC**
Sheffield, MA 01230

REGION 1

* **COTTMAN TRANSMISSION CENTER**
Bridgeport, PA 19405

(2) **GORDIE'S AUTO SERVICE**
West Chester, PA 19380

(5) **WOODY'S GARAGE**
Montoursville, PA 17754

REGION 2

* **DODD'S AUTO SERVICE**
Portsmouth, VA 23701

* **JONES' AUTO SERVICE**
Richmond, VA 23230

* **NEISLER'S AUTO SERVICE**
Virginia Beach, VA 23462

REGION 3

(4) **STATE OF GEORGIA—DEPT. OF ADMINISTRATIVE SERVICES**
Atlanta, GA 30316

(7) **WALE'S GARAGE**
Ft. Lauderdale, FL 33316

REGION 4

* **CHET'S SUNOCO SERVICE**
Avon Lake, OH 44012

* **CITY OF SPRINGFIELD—DEPT. OF PUBLIC WORKS**
Springfield, OH 45504

(2) **LEXINGTON BRAKE**
Lexington, KY 40503

(2) **PHIL'S AUTO CARE SERVICE**
Avon Lake, OH 44012

REGION 5

* **STATE OF WISCONSIN—DIVISION OF MOTOR VEHICLES**
Madison, WI 53702

REGION 6

(4) **EDDIE'S STANDARD SERVICE**
University City, MO 63130

* **MANDT BRAKE SERVICE**
Rockford, IL 61108

(2) **TIM'S IMPORT SALES & SERVICE**
Hutchinson, KS 67501

REGION 7

NONE

REGION 8

NONE

REGION 9

(2) **AUTOMATIC TRANSMISSION SERVICE**
San Diego, CA 92103

* **FOSTER'S SERVICE CORP.**
Seattle, WA 98108

(6) **ISE AUTOMOTIVE SERVICE**
Hollywood, CA 90027

(4) **LAD AUTO ELECTRIC**
Spokane, WA 99206

* **MIDAS MUFFLER SHOP, INC.**
Bakersfield, CA 93301

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Vol. 5 No. 9 April 1980

TOYOTA BRAKE HOSES

The four brake hoses shown below, removed from a late model Toyota Corolla were submitted to the PRP by **BRAKE-O-MAT** in Evanston, IL.

All four hoses show signs of leakage at or near the area where the threaded coupler is crimped around the flexible hose. In two cases, the coupler has been separated from the hose itself. Some of the hoses show cracks and other deterioration, yet even in the case where the hose and fitting are intact, traces of a fluid leak can be seen around the coupler.

The shop reports this is a common problem among late model Toyota Corollas and Coronas. The PRP is interested in hearing from other members who have encountered this or similar problems.

15 SHOPS RECEIVE ADMINISTRATOR'S AWARD

Our PRP members last year contributed parts and information that supported the NHTSA directly in 17 formal investigations. Five of these investigations have resulted in recall campaigns by the manufacturers. Last year, we received 931 parts and information reports from 247 shops. Of these shops, 15 were selected to receive the Certificate of Appreciation Award.

In making the awards, NHTSA administrator, Joan Claybrook, expressed her appreciation for the voluntary effort put forth by these shops in contributing to the PRP on a regular basis.

The 15 shops receiving the award are:

- **ISE AUTOMOTIVE SERVICE** North Hollywood, California
- **AUTO BRAKE CORPORATION** Norfolk, Virginia
- **WALE'S GARAGE** Fort Lauderdale, Florida
- **L.A.D. AUTO ELECTRIC** Spokane, Washington
- **DAY—NITE AUTO STATION** Kaukauna, Wisconsin
- **BOTHEL'S GARAGE** Cape Elizabeth, Maine
- **TIM'S IMPORT SALES & SERVICE** Hutchinson, Kansas
- **KOLESNIK'S SERVICE STATION** Rochester, New York
- **WISCONSIN D.O.T.** Madison Wisconsin
- **GOTHAM AUTO LEASE, INC.** New Rochelle, New York
- **PENNSYLVANIA BUREAU OF MOTOR VEHICLES** Lancaster, Pennsylvania
- **V&H FORD, INC.** Marshfield, Wisconsin
- **SHEFFIELD AUTO ELECTRIC** Sheffield, Massachusetts
- **AUTOMOTIVE CITY SERVICE CENTER** San Francisco, California
- **SCIENCTIFIC PRODUCTS, INC.** McGaw Park, Illinois

The PRP would like to express our thanks to these shops for their outstanding work during the past year. We hope that you will be joined by many others in making your contribution to highway safety in the coming year.

DOT CONSIDERS STANDARDIZATION OF VEHICLE CONTROLS

The U.S. Department of Transportation announced recently that it is sponsoring research into the standardization of some instrument panel and steering column controls in cars, vans, and light trucks.

The NHTSA is concerned about safety problems arising from difficulties of motorists in finding and operating vehicle systems controls, especially steering column levers that have more than one function. The agency issued a request for comments on the subject and said it is considering a proposal to amend the present safety standard on Controls and Displays, FMVSS 101.

Comments are invited from all interested parties and can be addressed to the Docket Section, Room 5108, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, DC 20590, before May 7, 1980.

THE STATE OF THE PRP

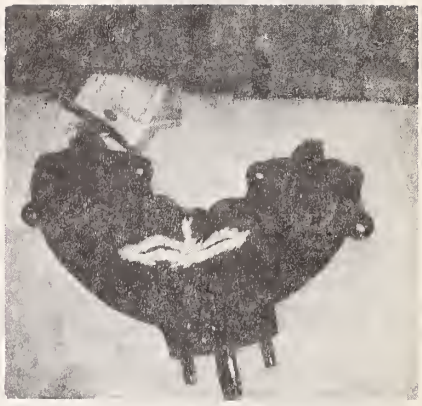
March 1 marked the mid point of the current contract year (September 1, 1979 to August 31, 1980) for the PRP and the staff thought that members would like to see how this year's activity compares to last year's.

At the end of February, the PRP had received a total of 331 inputs. Of these 265 were actual parts and 66 were information inputs. The six-month total for contract year 1979 was 352 inputs. Most of the contributions came from the brake system (83 imputs) followed by components from the electrical system, suspension, engine and fuel systems, respectively.

While activity is slightly less this year, compared to last, there is still time to make this year the most successful PRP year yet. Send in your contribution, today.

THE BOX SCORE

Total Membership: 2600
Inputs for February: 38
Total Inputs Since 7/1/79: 472



The exhaust manifold in the accompanying picture, taken from a 1978 Toyota Celica with 52,000 miles shows several cracks near the exhaust pipe mounting flange. The cracks, outlined with chalk, appear to be caused by excessive heating of the manifold, although the exhaust pipe mounting sheds did not show the type of corrosion and rust normally associated with such heat.

The manifold was submitted by **MAURICE'S AUTOMOTIVE** of Hollywood, CA.

TWO G.M. MODELS INVESTIGATED

Safety-Related Defects Investigations involving General Motors X-body compacts and Chevettes were recently announced by the Department of Transportation.

The first investigation centers around reported engine stalling in 1980 X-body compacts equipped with the L-4 four cylinder engine. About 200,000 Chevrolet Citation, Oldsmobile Omega, Buick Skylark, and Pontiac Phoenix vehicles are included in the investigation.

The NHTSA had received 13 owner complaints concerning the problem, and General Motors had received an additional 158 complaints at the time the case was opened. At least one crash and one related injury were reported to have been caused by the alleged defect. Since then hundreds of complaints have been received.

According to complaints, engine stalling can result from attempting to accelerate a cold engine from a stop or after a full stop, when slowing for a turn, merging into traffic, or turning on the air conditioner. Reports of surging, hesitation, and stalling have also been reported when moving at speeds between 35 and 50 mph.

The second investigation involves 1976-1980 Chevettes equipped with manual transmissions. Reportedly, a possible malfunction of the gear shift linkage may cause a partial but sudden loss of vehicle control when the driver shifts into a lower gear. The shift lever reportedly may also bind, feel loose, or separate from the transmission entirely.

The NHTSA had received 116 reports on the shifting problem at the time the case was opened. Among the reports are four alleged accidents and at least two alleged injuries. The investigation covers approximately 400,000 vehicles.

The PRP is interested in hearing from members on these problems. It would be helpful, where possible, to send actual parts.

THE FORUM

JONES AUTO SERVICE of Richmond, VA called the PRP to report a problem encountered while performing major engine work on a 1976 Lincoln with 18,000 miles. A knocking noise in the engine was traced to a collapsed piston skirt. The piston removed from the engine was marked as being a standard piston when, in fact, the engine had been bored .020" over size, presumably at the factory.

ISE AUTOMOTIVE of Hollywood, CA submitted a clutch cable taken from a 1978 Chevette with 47,000 miles to the PRP. Broken threads on the adjusting flange of the cable prevented the shop from adjusting the clutch. The cause of the breakage was unknown. The rest of the clutch linkage was in good working order.

The high pressure power steering hose pictured to the right was taken from a 1978 Jaguar XJ122 sedan. As can be seen, the fitting, which is crimped onto the end of the flexible line, pulled away from the hose resulting in a rapid loss of steering assist. According to **WALE'S GARAGE** of Ft. Lauderdale, Fl, the failure occurred as the driver was negotiating a left turn. Fortunately, the mishap did not lead to an accident.

The **BUREAU OF MOTOR VEHICLES** of Lancaster, PA submitted two heater cores removed from 1979 Dodge Aspens with between 23,000 and 25,000 miles. The heater cores were full of pinhole leaks causing a loss of engine coolant and windshield fogging. Both vehicles are used as Police cars and had been in service for less than a year.

WORCESTER VOCATIONAL HIGH SCHOOL of Worcester, MA submitted the left front disc brake caliper from a 1976 Renault LeCar with 24,000 miles to the PRP this month. Excessive rotor and brake pad wear had caused the brake pads to be replaced twice since new. The school reportedly traced the problem to a blinding caliper piston causing the brake to drag and overheat.

MOST LATE MODEL CARS FAIL CRASH TESTS

Results of a recent crash test program, released recently by the U.S. Department of Transportation, show most domestic and all foreign automobiles tested failed to show a high level of occupant protection in frontal crashes.

In the final phase of the car crash assessment program, 1979 and two 1980 models were crashed at 35 mph into a fixed barrier in frontal tests for occupant protection and in moving barrier rear tests for fuel system integrity. The 35 mph test speed is 5 mph higher than is currently required by Federal Motor Vehicle Safety Standards.

The Chevrolet Citation, the Plymouth Horizon, and the Ford Mustang passed every test. By contrast, some of the larger cars such as the Buick Riviera, Dodge Diplomat, and the Ford Thunderbird failed the rear impact tests, because they leaked fuel.

The purpose of the crash testing program is to measure the forces that a person would feel in a crash. However, other aspects of occupant protection such as windshield retention, intrusion of vehicle parts into the passenger compartment and fuel system integrity during a crash are also measured.

NHTSA administrator, Joan Claybrook, said the program "is the first step toward a federal automotive crashworthiness rating system. Such a system could help consumers determine the safety performance differences among the hundreds of makes and models on the market. It would be similar to the fuel economy ratings which now most be displayed on new car window stickers."

She noted that success of any ratings system will depend on consumer acceptance and rapid dissemination of the ratings.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

THE PARTS RETURN PROGRAM NEWSLETTER

The Secretary of the U.S. Department of Transportation has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through March 31, 1982.

PARTICIPANTS LAST MONTH

The members highlighted below have contributed parts or information to the PRP within the last month. Numbers in parentheses indicate number of months a shop has been active in the current year (July 1979 through August 1980).

REGION 0

(3) **CURLEY'S AUTO REPAIR**
Warwick, RI 02888

(1) **WINSLOW'S MOBIL SERVICE**
Gorham, ME 04038

(1) **WORCESTER VOCATIONAL HIGH SCHOOL**
Worcester, MA 01605

REGION 1

(1) **BUREAU OF MOTOR VEHICLES**
Lancaster, PA 17604

(5) **GIL'S SAFETY SERVICE**
Ridgewood, NJ 07450

REGION 2

(3) **AUTO BRAKE CORP.**
Norfolk, VA 23513

(2) **JONES AUTO SERVICE**
Richmond, VA 23230

REGION 3

(5) **STATE OF GEORGIA—DEPT. OF ADMINISTRATIVE SERVICES**
Atlanta, GA 30316

(1) **IKE'S SERVICE CENTER**
Ft. Lauderdale, FL 33309

(8) **WALE'S GARAGE**
Ft. Lauderdale, FL 33316

REGION 4

NONE

REGION 5

(1) **LARRY GAIDA'S SERVICE STATION**
Duluth, MN 55802

REGION 6

(4) **BRAKE-O-MAT**
Evanston, IL 60201

REGION 7

(3) **C&S BRAKE SERVICE**
Ft. Worth, TX 76103

REGION 8

(2) **BROWN'S ROAD EXXON SERVICE**
Meza, AZ 85203

REGION 9

(7) **ISE AUTOMOTIVE**
Hollywood, CA 90027

(1) **MAURICE'S AUTOMOTIVE**
Hollywood, CA 90027

(2) **MAYER'S AUTO SERVICE**
Marysville, WA 98270

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URBAN MASS TRANSPORTATION ADMINISTRATION
Washington, D.C. 20590

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5 No. 10 May 1980

UNIROYAL TO RECALL TWO MILLION TIRES

The U.S. Department of Transportation recently announced that the Uniroyal Tire Company will recall an estimated two million passenger car steel belted radial tires—the second largest tire recall in history.

For the most part, the recall covers the company's 1975 and 1976 production "Zeta 40 PR6" and "TPC PR6" tires, size LR78-15. Also included is the "Zeta 40 PR6", size HR78-15; and 1975 production "TPC PR6", size BR78-13.

In addition, the company will recall tires sold under private and allied brand names, manufactured by Uniroyal that are essentially the same tire as the company brands.

Most of the tires involved were installed as original equipment on some full size 1975, 1976 and 1977 General Motors automobiles. Owners of these OEM tires will receive notification by mail, based on auto registration records. Owners of recalled tires bought as replacement tires should also be receiving notification letters, if their tires were registered at the time they were purchased. However, notification is not necessary for an owner to exchange affected tires.

In announcing the recall, NHTSA Administrator Joan Claybrook said, "It is clear that the tires being recalled by Uniroyal have experienced an unacceptable rate of failure and a large number of these failures involved separation of the tire's tread and belts, which can be very dangerous."

She praised the New Jersey Division of Consumer Affairs, which in October, 1979, established a hotline for consumer complaints. They received 1200 reported complaints in a three-week period, which were forwarded to the NHTSA.

Several PRP members contributed inputs of Uniroyal tire failures since the safety-related defect investigation was announced in June, 1979. They include the **STATE OF GEORGIA** of Atlanta, Georgia, **GIL'S SAFETY SERVICE,** of Ridgewood, New Jersey, **GOTHAM AUTO LEASE,** of New Rochelle, New York, **BRAKE-O-MAT** of Evanston, Illinois, and **SCIENTIFIC PRODUCTS,** of McGaw Park, Illinois. A special thanks to these members for their contributions to this investigation.

To assist Uniroyal tire owners, the company has established a toll-free consumer information center. Questions on the recall can be directed to the center by calling (800) 521-6240 (Michigan residents call (800) 482-3922).

MORE POWER STEERING GEARBOX PROBLEMS

Following our report of the Buick power steering gearbox failure, in the January-February *PRP News,* two member shops contacted the staff with similar reports.

WADE'S GARAGE of Hallandale, Florida contacted the PRP to report several failures on Saginaw integral type power steering gearboxes used on many General Motors vehicles. According to the shop, the late model gearboxes have reportedly been redesigned to eliminate the lower pitman shaft bearing. The new box utilizes an upper bearing which reportedly is inadequate to provide the support necessary to allow the pitman shaft to rotate true around the bearing centerline. The result is rapid and excessive pitman shaft and gearbox wear, resulting in a fluid leak and subsequent loss of power assist.

In a related incident, **EDDIE'S STANDARD SERVICE** of University City, Missouri reports a cracked steering gearbox on a 1977 Ford Econoline E-150 with approximately 70,000 miles. The shop reports finding a three inch crack across the top of the box, near the front, causing the loss of fluid and, therefore, the power assist. The vehicle shows no signs of damage due to collision that might well cause such a large crack. The cause of failure was not apparent.

BRAKE PROBLEM REPORTED

The picture below shows a disc brake pad and its backing plate from a 1976 Datsun 280Z. The part, submitted by **A & C AUTO SERVICE** of Fort Lauderdale, Florida was taken from the inboard side of the right front brake. As can be seen, the friction material is separated from the metal backing plate.

Close inspection indicates the failure may have been caused by the bonding agent, as the pad itself is intact. It is unclear whether the part was original equipment on the vehicle or an after-market replacement. As a result of the failure, the pad was twisted on the backing plate and has worn unevenly. The owner complained of brake noise, but apparently did not experience any brake pull.

The vehicle had just over 19,000 miles showing when the repair was made.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

STANDARDS SHOULD SAVE 500 BILLION GALLONS OF FUEL BY THE YEAR 2000

The U.S. Department of Transportation's fourth annual report to the Congress on the Automotive Fuel Economy Program predicts a national savings of over 500 billion gallons of fuel by the end of the century due to fuel economy standards already established for cars through 1985 and light trucks through 1981.

Secretary of Transportation, Neil Goldschmidt said, "These savings will provide the country with the equivalent of an additional five-year supply of gasoline for its cars and light trucks."

At the same time, the DOT announced the fuel economy standards for model year 1982 light trucks. The standards are 18 mpg for two wheel drive vehicles and 16 mpg for four wheel drive vehicles. No decision on fuel economy standards beyond the 1985 model year has been made for passenger cars.

NHTSA Administrator Joan Claybrook cited increased new vehicle fuel efficiency as being responsible for almost a quarter of the estimated reduction of 120 million barrels of fuel used in 1979. She also cited reasons such as better trip planning, increased use of public transportation, carpools and vanpools, intermittent shortages of gasoline, higher gasoline prices, and more energy-efficient driving techniques as playing a major role in this 5% reduction. She said, "The improvements in fuel economy alone have reduced our trade deficit by about $1 billion and we project another $1-1.5 billion reduction in our trade deficit in 1980."

By the year 2000, NHTSA projects a reduction of gasoline consumption of 36.6 billion gallons, or 26% of the total that would have been consumed if 1977 fuel economy levels had continued.

1979 TRAFFIC COUNT: DEATHS UP; TRAVEL DOWN

Traffic fatalities in the United States again topped the 50,000 mark in 1979, but the gasoline shortage of last spring and summer kept the death toll from being much worse, the U.S. Department of Transportation announced recently.

An estimated 50,745 people died in traffic accidents in 1979, an increase of slightly less than 1 percent over the 1978 total of 50,327. In announcing these figures, NHTSA Administrator Joan Claybrook said, "The rise occurred despite a small decrease in the number of miles traveled, a shortage of gasoline during part of the heavily traveled summer months, and a substantial increase in prices of fuel."

Claybrook noted that speed did not appear to play the same major role in increasing the 1979 deaths as it did in preceding years, indicating that more drivers are observing the 55 mph speed limit. However, she expressed concern at the increase in the proportion of deaths of occupants of subcompact cars, noting that these account for 30 percent of the traffic fatalities.

The administrator reiterated the NHTSA's commitment to crash survivability, noting efforts in the areas of occupant crash protection in frontal and side impacts, specifically automatic restraint legislation and improved vehicle structure research currently being conducted.

THE FORUM

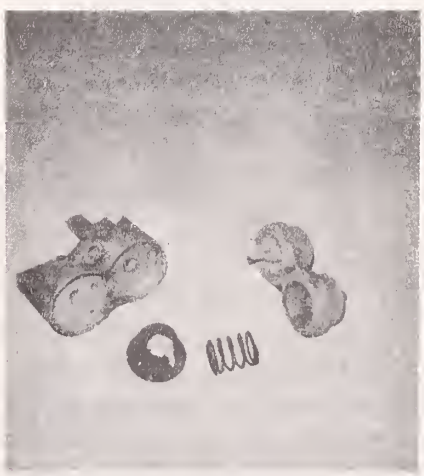
The **STATE OF GEORGIA**, in Atlanta, Georgia, contacted the PRP to report a problem encountered with one of the fleet's 1979 Ford Econoline E-350 vans. The vehicle is equipped with a heavy duty, full floating rear axle with eight lug nuts. The driver noticed a loud rattling noise at low speed and, upon inspection, it was found that six of the eight studs had broken off and were rattling around in the hub cap. No thread damage was apparent, leading to the suspicion that the lug nuts were over-torqued. The vehicle mileage was less than 9,000 and to the shop's knowledge, the wheel had not been removed prior to the failure.

The NHTSA is currently looking into a problem in 1978 Ford F-350 and E-350 vehicles equipped with dual rear wheels. The lug studs on these rear wheels may fail, resulting in loss of both rear wheels and loss of vehicle control. Any additional information from members pertaining to broken lug studs or loss of rear wheels on these vehicles would be appreciated.

A special thanks to **EDDIE'S GARAGE** in Nashville, Tennessee—for displaying the *PRP News*. One of their customers saw the article on rear window breakage from electric defoggers and called the PRP to report such an incident that occurred on his 1979 Pontiac Lemans Safari when the vehicle had only 326 miles showing.

The PRP received 7 spark advance units from 1975 and 1976 model AMC vehicles equipped with 6 cylinder engines and the BID ignition system. In each case the vacuum advance diaphragm was ruptured. The **STATE OF WISCONSIN** in Madison, Wisconsin, reports that a potential safety problem exists in that, when this diaphragm breaks, the plastic chamber can fill up with a mixture of air and fuel. If the vehicle backfires, as it is prone to do when this diaphragm breaks, a small explosion can occur, resulting in blowing the distributor cap off, stalling the vehicle, and causing damage to the advance unit as shown in the photo below.

FELD GARAGE of Kenosha, Wisconsin submitted 4 advance units with the same problem. Vehicle mileage on these components ranged from 32,000 to 68,000 miles.



RITE WAY GARAGE, of Harrisburg, Pennsylvania reports a suspected problem with the "brain" of the Lean Burn System used on Chrysler Corporation products equipped with V-8 engines. The shop reports finding "several" of the micro-processors going bad within the last several months. The latest incident involved a 1978 Dodge Diplomat with approximately 19,000 miles. The vehicle was being operated at 45-50 mph when the engine suddenly quit, resulting in a loss of power steering and brake assist. The problem was corrected by installation of a new module. However, the shop complains of the inability to trouble shoot the system.

PRP members are reminded to be sure to include vehicles owners' names and addresses on all inputs. This information is necessary in case an owner needs to be contacted for more details about a failure during the course of an investigation.

THE PARTS RETURN PROGRAM NEWSLETTER

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PARTICIPANTS IN MARCH

The members highlighted below have contributed parts or information to the PRP within the last month. Numbers in parentheses indicate the number of months a shop has been active in the current year (July 1979 through August 1980).

REGION 0

(3) **SHEFFIELD AUTO ELECTRIC**
Sheffield, MA 01230

REGION 1

(1) **BOB'S EXXON SERVICE STATION**
Somers Point, NJ 08244

(3) **DEL-HATT ALIGNMENT AND REPAIR**
Poughkeepsie, NY 12601

(6) **GIL'S SAFETY SERVICE**
Ridgewood, NJ 07450

(3) **KOLESNIK'S SERVICE STATION**
Rochester, NY 14607

(1) **RITE WAY GARAGE**
Harrisburg, PA 17109

(2) **VIN'S MOTOR SERVICE CORP.**
Brooklyn, NY 11204

REGION 2

(4) **AUTO BRAKE CORP.**
Norfolk, VA 23513

(1) **BILL'S TEXACO**
Norfolk, VA 23504

REGION 3

(5) **A & C AUTO SERVICE**
Fort Lauderdale, FL 33315

(1) **EDDIE'S GARAGE**
Nashville, TN 37209

(6) **STATE OF GEORGIA—DEPT. OF ADMINISTRATIVE SERVICES**
Atlanta, GA 30316

(1) **WADE'S GARAGE**
Hallandale, FL 33009

(8) **WALE'S GARAGE**
Ft. Lauderdale, FL 33316

REGION 4

NONE

REGION 5

(1) **FELD'S GARAGE**
Kenosha, WI 53104

(2) **STATE OF WISCONSIN DMV**
Madison, WI 53702

REGION 6

(5) **EDDIE'S STANDARD SERVICE**
University City, MO 63103

REGION 7

NONE

REGION 8

(1) **BROWN'S AUTO REPAIR**
Boise, ID 83704

REGION 9

(3) **MAYER'S AUTO SERVICE**
Marysville, WA 98270

(8) **ISE AUTOMOTIVE**
Hollywood, CA 90027

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parts return program news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5, No. 11 June 1980

WHAT IS A FAILED PART?

From time to time, in our contact with members, the PRP staff is asked questions such as "By the time I see a defective part, the failure has been reported in the *PRP NEWS*. Should I send the part in anyway?", or "What is it that the PRP is looking for?" A quick look at the purpose of the program and its desired results should provide the answer.

The PRP is designed to help identify potential safety related problems in motor vehicles and equipment. "Safety-related problems" is a term that implies the failure of a component to perform in the manner in which it was designed, and that presents a hazard to the health and safety of the operator, occupant, or other person in the vicinity of the vehicle at the time failure occurs.

In other words, a part that wears out or breaks before it's normally expected life time is considered to be a "problem". If this wear or breakage presents a safety hazard, then the failure is a "safety-related problem". That is open to interpretation.

The PRP is set up to monitor trends in safety-related problems. The NHTSA is interested in finding out if a high frequency of safety-related problems are occurring in any particular make, model, or year of vehicle. Therefore, numbers are important. Just because you saw such-and-such a failure reported in last month's newsletter, don't feel that you missed the boat! In fact, if you've seen a similar problem, that's all the more reason to send the information along. It may help the NHTSA make the determination as to whether that "safety-related problem" you reported last month is actually a "safety-related defect" that warrants a recall or some other action.

FAIRMONT BRAKE FAILURES

Two shops reported amazingly similar front disc brake failures on Ford Fairmonts to the PRP this month. **MALCOLM'S AUTOMOTIVE** of Arlington, Virginia, submitted the photo of a rotor that was damaged after the outboard pad wore out. Notice the inboard pad shows very little wear at all. The problem appears to be the caliper binding on the floating pins, although no evidence of this could be detected during the repair. The vehicle is a 1978 Fairmont four door sedan with approximately 22,000 miles. According to the shop, the scraping and grinding noise usually associated with such a failure was not present.

In a similar incident, **ART'S AUTO REPAIR** of Arnold, MO, submitted the rotor and brake pads from a 1978 Fairmont station wagon showing the same wear pattern. Again there was no evidence of mechanical binding of the caliper. The vehicle had 29,000 miles showing at the time of repair.

Any information of similar failures on these vehicles would be appreciated.

DEFECTS INVESTIGATION CHECKLIST

- C80-05-Alleged engine stalling. 1980 Chevrolet Citation, Oldsmobile Omega, Buick Skylark, and Pontiac Phoenix equipped with L4 engines.
- C80-04-Alleged uncontrollable acceleration of diesel engines. 1977-1980 Volkswagen Rabbit and 1979-1980 Volkswagen Dasher.
- C80-03-Alleged gear shift control lever malfunction causing looseness or separation of the lever from the transmission. 1976-1980 Chevrolet Chevette equipped with manual transmission.
- C9-24-Alleged failure of flexible blade cooling fan, 1973 Dodge, Plymouth, and Chrysler passenger cars equipped with 318 CID engines.
- C9-18-Alleged tailgate or hatchback door latch failure. 1975 Mazda RX-3 Station Wagon.
- C9-17-Alleged tailgate or hatchback door latch failure. 1971-1980 Ford Pinto and Mustang II and 1971-1978 Mercury Bobcat.
- C9-16-Alleged tailgate door latch failure. 1973-1978 Toyota Corona and Corolla Station Wagons.
- C9-15-Alleged tailgate door latch failure, 1979 Subaru Station Wagon.
- C9-14-Alleged hatchback door latch failure, 1976-1979 Renault Type 1228 hatchback.

VW RABBIT OIL CONSUMPTION

Although oil consumption is not always safety related, the NHTSA is interested in obtaining information about VW Rabbit oil consumption. Numerous complaints have been received about sudden "seizure" at highway speeds of Rabbit engines which had run out of engine oil. Several owners have stated that the oil pressure warning light didn't illuminate until it was too late to save the engine from almost total destruction.

If your customer has a "blown" Rabbit engine, please send us a short report. Also check the oil pressure warning system, if possible, and send us any defective oil pressure sensors you find. If you have occasion to repair a Rabbit engine which didn't "blow" but which uses too much oil, please tell us what caused the high oil consumption. If the valve stem seals were at fault, please send us the old seals. It's also helpful if you find out from the owner how much oil the engine had been using (miles per quart). Thanks.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** (703) 527-4500.

PACER DOOR HANDLE BREAKAGE

The Office of Defects Investigation of the NHTSA is currently looking into reports of door handle breakage on 1975-1979 AMC Pacers. It is suspected that binding in the linkage rod between the door handle and the latch places undue stress on the inside door handle so that the door handle breaks when it's operated. Of concern is the ability of the occupants to get out of the vehicle in an emergency.

The NHTSA has received 25 reports of the alleged failure to date. Conceivably, about 200,000 vehicles manufactured between 1975 and 1979 could be affected.

TOYOTA ACCELERATOR PEDAL STICKING

The NHTSA is looking into reports of throttle sticking on 1975-1978 Toyotas. In the suspect vehicles, the accelerator pedal is mounted to the floor with a metal hinge. It is believed that a combination of moisture and dirt causes the hinge to corrode and bind to the point where the throttle return spring tension is insufficient to overcome the binding, leaving the throttle partially open.

About 750,000 Corona, Corolla, and Celica vehicles built between 1975 and 1978 are involved. Several accidents have been reported as a result of the problem, including some accidents with personal injury. Members should be alerted to this.

THE FORUM

TIM'S IMPORT SALES AND SERVICE of Hutchinson, KS, is looking for some help on a brake problem encountered on two 1978 Mazda GLC vehicles. The rear brakes reportedly lock up under normal application and upset directional stability. The proportioning valve has been adjusted to the extent possible and the problem still occurs. A replacement proportioning valve is not available from the dealer. The shop is concerned that they are seeing too many of these problems on several makes and would like to hear if other members have seen or heard of similar problems. If you have, contact the PRP, we'll pass the word along.

Martin Whitcomb, a professional engineer from Baltimore, Md. contacted the PRP to report a commonly recurring problem on tire valve stems with the plastic extensions used in conjunction with some wheel covers. In many cases, if a wheel so equipped is rubbed against a curb, the plastic can be distorted so as to hold the extension pin against the Schrader valve on the valve stem, deflating the tire. This can occur both while the vehicle is in motion, or while standing. A reminder to members to check this minor, but important aspect when trying to pinpoint slow airleaks.

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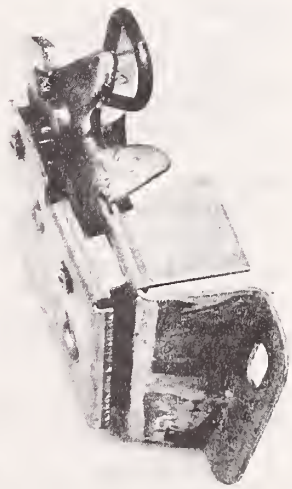
The photo below shows the tailgate latch from a 1977 Plymouth Volare Station wagon. As can be seen, the striker guide plate near the latch jaw is bent and torn, restricting the movement of the jaw and hampering the engagement of the ratchet. The result is, of course, the failure of the latch to hold closed. The vehicle was not involved in a collision, and no other explanation for the failure was evident. The latch was submitted by **WALE'S GARAGE** of Ft. Lauderdale, FL. Mileage at failure was approximately 30,000.



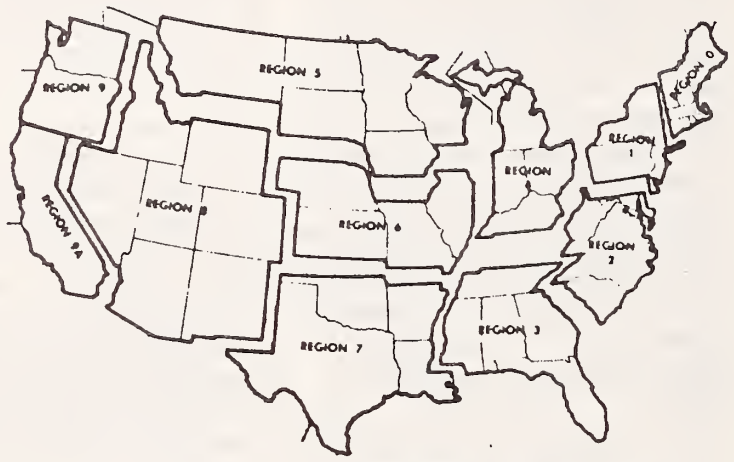
A customer recently came into **S & J TIRE, INC.** of Lexington, KY complaining of a bad pedal pulsation problem and noise. During the course of inspection and repair, the shop turned the rotors. After the machine work, inspection revealed voids in the rotors that allegedly caused uneven expansion and warpage and hence, the pulsation and noise. The vehicle was a 1978 Cutlass with approximately 32,000 miles. If you've seen anything similar on this or comparable models we'd like to hear from you.

WOODY'S GARAGE, of Montoursville, PA. reports a problem with the intake manifold from a 1974 Dodge Monaco with 42,000 miles. This manifold has brass jets in the floor of the manifold that are used to meter exhaust gas recirculation. In this vehicle, the jet allegedly burned out so that a large amount of exhaust gas was recirculated, resulting in rough running and a large air leak that reduced the vacuum supply to the brake power assist. This design was used only for a short period of time in 1973 and 1974. The shop believes the problem is fairly universal for the application.

The stabilizer bar pictured below was taken from a 1977 Buick Skylark with 41,000 miles. As can be seen, the bar has broken near one of the mounting bolts. The photo was sent in by **ISE AUTOMOTIVE** of Hollywood, CA.

PARTICIPANTS IN APRIL

The members highlighted below have contributed parts or information to the PRP during April. Numbers in parentheses indicate the number of months a shop has been active in the current year.



REGION 7

NONE

REGION 8

(1) **HURLEY SUPER SERVICE**
Pueblo, CO 81003

REGION 9

(9) **ISE AUTOMOTIVE**
Hollywood, CA 90027

(1) **KING COUNTY BRAKE SERVICE**
Seattle, WA 98106

(5) **LAD AUTO ELECTRIC**
Spokane, WA 99206

(2) **MIDAS MUFFLER SHOP**
Bakersfield, CA 93301

REGION 5

(1) **BOB'S AUTO SERVICE**
Rapid City, S.D. 57701

(2) **MINNESOTA GAS CO.**
Minneapolis, MN 55419

REGION 6

(1) **ART'S AUTO REPAIR**
Arnold, MO 63010

(2) **HUTT & STILES**
Skokie, IL 60076

(2) **K & B BRAKE & WHEEL SERVICE, INC.**
Omaha, NE 68102

(1) **RAYMOND'S AUTO REPAIR, INC.**
Chicago, IL 60609

(3) **TIM'S IMPORT SALES & SERVICE**
Hutchinson, KS 67501

REGION 0

(2) **GLIDDEN AUTO SERVICE**
Nashua, N.H. 03060

(3) **PROTANO'S SERVICE STATION**
Worchester, MA 01606

(3) **SHEFFIELD AUTO ELECTRIC**
Sheffield, MA 01230

REGION 1

(4) **DEL HATT ALIGNMENT AND REPAIR**
Poughkeepsie, NY 12601

(7) **GIL'S SAFETY SERVICE**
Ridgewood, NJ 07450

(3) **VIN'S MOTOR SERVICE CORP.**
Brooklyn, NY 11204

(1) **WESTHOLME AUTO SERVICE**
Long Beach, N.Y. 11561

(6) **WOODY'S GARAGE**
Montoursville, PA 17754

(3) **W & S SERVICE, INC.**
Wilmington, DE 19805

REGION 2

(5) **AUTO BRAKE CORP.**
Norfolk, VA 23513

(2) **CHERRYDALE MOTORS**
Arlington, VA 22207

(1) **J. A. PAYNE**
West Point, VA 23181

(1) **MALCOLM'S AUTOMOTIVE**
Arlington, VA 22204

REGION 3

(1) **AUTO HAUS OF TALLAHASSEE**
Tallahassee, FL 32304

(9) **WALE'S GARAGE**
Ft. Lauderdale, FL 33316

REGION 4

(1) **S & J TIRE, INC.**
Lexington, KY 40504

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WASHINGTON, D.C. 20590

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parts return program news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 5, No. 12 July 1980

CHANGE IN BRAKE LIGHTS CUTS ACCIDENTS

A study recently released shows that vehicles with a single, high-mounted brake light, located on the vehicle centerline just under the back window, had more than 50 percent fewer rear-end accidents than vehicles without the added light.

Previous research by the department was reported in February 1978 and involved the rear-end accident experience of 2,100 Washington, D.C., taxicabs that logged nearly 60 million miles in heavy city traffic. This study showed a reduction in rear-end accidents of 54 percent by cabs equipped with the experimental brake lights over taxis equipped with conventional brake lights. It was reported in the March 1978 PRP *News*.

The new study involving non-taxicabs was undertaken because taxicabs typically drive more miles per year, often in dense urban traffic and have a higher accident rate than most other passenger vehicles. Accident data was collected over a continuous 12-month period in 1979 on approximately 5,400 telephone company passenger cars of which about half were equipped with a single center, high-mounted, auxiliary stop lamp.

In announcing the results of the study, NHTSA administrator Joan Claybrook said "the rear-end collision accounts for nearly 3 million accidents annually."

The American Telephone and Telegraph Company and seven of its operating Bell System companies participated in the study and logged approximately 55 million miles (26.3 million for the vehicles equipped with the experimental light and 28.5 million for the unmodified vehicles).

"These results are more impressive than the previous research because the study involved a broader mix of vehicle makes and models," Claybrook noted. "The AT&T fleet was composed primarily of 1970 to 1979 compact and intermediate size vehicles, with approximately equal numbers from the major domestic manufacturers, while the taxicab fleet consisted primarily of full-sized vehicles from a single manufacturer."

CHEVETTE SHOCK MOUNT FAILURE

Pictured to the right is a portion of the inner fender well and shock tower cut away from a 1978 Chevrolet Chevette with approximately 38,000 miles. The shock tower, where the top of the shock absorber is mounted, has pulled away from the inner fender panel, and has partially torn and distorted the inner fender well.

While the total extent of the damage is not clearly visible in the photo, the failure caused a definite lack of stability of the vehicle due to the resultant erratic operation of the shock absorber.

The part was submitted by the **STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION**, of Hartford, CT. They maintain several similar vehicles in their fleet. Fortunately, this was the only vehicle inspected that exhibited the problem.

The PRP would be interested in hearing from other shops regarding this problem. Use your information reporting form to report a similar failure if you cannot supply the actual part.

FIRESTONE FINED FOR TIRE SAFETY VIOLATION

The Firestone Tire and Rubber Company has agreed to pay $500,000 in civil penalties for violations of the National Traffic and Motor Vehicle Safety Act of 1966, the U.S. Department of Transportation announced recently. It is the largest civil penalty ever assessed under the Safety Act.

The case involved Firestone's 500 steel belted radial tires and a related tire line made by Firestone and marketed under the "Primero" brand name.

NHTSA found that 400,000 of the company's "500" radials, sizes HR78-14 and HR78-15 and 5,000 Primero tires, size GR78-15, were improperly manufactured and did not comply with Federal Motor Vehicle Safety Standard No. 109, New Pneumatic Tires. The tires in question failed to meet the high speed requirement of the standard.

The tires, produced in 1973 and 1974, were recalled by Firestone in early 1977.

In 1978, as a result of another investigation by NHTSA, Firestone agreed to recall approximately 14 million steel belted radial 500 and steel belted radial TPC tires, the largest tire recall in history. Those tires were determined to contain a safety-related defect. The Safety Act requires manufacturers to recall such defective automotive products regardless of whether they meet specific standards established by the safety agency.

The tires which are the subject of the civil penalty are from the same Firestone tire lines as those covered by the defect recall, but were found earlier by NHTSA to be in noncompliance with the standard.

CORVETTE STEERING COUPLER FAILURE

Pictured above is the rubber steering column coupler removed from a 1977 Chevrolet Corvette equipped with power steering. The part was submitted by **WAYNE'S GARAGE** of Eugene, OR.

As can be seen in the photo, the screen reinforced flexible rubber coupler has torn near one bolt hole. This failure, in turn, caused excessive wear on the two steel guide pins. The end result is excessive play in the steering, and, more importantly, directional control problems.

The vehicle involved had approimately 51,000 miles showing when the failure was identified and corrected.

NEWS BRIEFS

- The NHTSA recently issued an advanced notice of proposed rulemaking aimed at making heavy duty trucks more visible to drivers approaching from the rear. Comments should be addressed to: National Highway Traffic Safety Administration; Docket Section, Room 5108; 400 Seventh St., S.W., Washington, D.C. 20510.
- The NHTSA has received several reports of infants being burned as a result of coming into contact with hot metal or vinyl parts of auto seats, in cars that have been locked up and parked in the sun. Please alert your customers to this potential hazard.

MORE PULLEY FAILURES

The crankshaft pulley shown below was removed from a 1975 Chevrolet Monte Carlo with approximately 48,000 miles. This particular failure shows the complete separation of the outer pulley from the hub.

This part was submitted by **TOM CARR GARAGE** of Las Cruces, NM.

The PRP has seen a number of similar failures on different vehicles in recent months. With the summer season upon us, the increased use of vehicle air conditioners places increased loads on components such as these pulleys. Because of the relative inaccessibility of the crankshaft pulley, it is often overlooked in a cooling system/air conditioner check up.

The PRP staff would like to alert members to such potential failures. If you see anything like this, we would like to hear from you.

THE FORUM

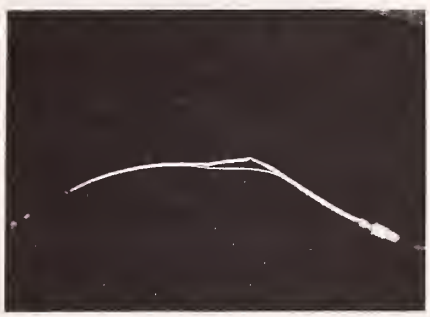
BOTHEL'S GARAGE, of Cape Elizabeth, ME contacted the PRP with a report concerning inoperative seat belts in a 1978 Pontiac Phoenix. According to the shop, one of their customers recently purchased the car used and, when they couldn't latch the seat belt, drove into the shop for advice. Upon inspection the shop determined that the male and female latch ends were mismatched. The vehicle is equipped with the retractable 3-point shoulder-lap combination belt. The belt ends are color matched and the belt does not show any evidence of prior use. If you have encountered a similar problem, we would like to hear about it.

WALE'S GARAGE, of Fort Lauderdale, FL contributed the exhaust manifold from a 1977 Honda Accord. The manifold contains an inner liner, made of steel. For some reason, the manifold overheated and the steel liner collapsed. When this happened, the flow of exhaust gases was restricted which subsequently resulted in loss of power and increased overheating. The cause of the initial overheating which caused the liner to collapse, is not clear. The vehicle has an odometer mileage of 61,000.

The PRP was contacted by two member shops this month reporting similar problems on late model Cadillac vehicles equipped with four wheel disc brakes. **BRAKE-O-MAT** of Evanston, IL reported a problem with the left rear wheel caliper piston sticking in its bore, and then fluid leaking from around the piston seal and dust boot. **MERCHANT'S TIRE, INC.** of Manassas, VA, reported a similar problem.

Pictured below is the clutch cable removed from a 1978 Volkswagen Rabbit Diesel with approximately 24,000 miles. As can be seen, the stainless steel inner cable has worn through the outer sheathing, resulting in erratic clutch operation and only partial disengagement. The outer casing is made of a material like ABS plastic. The cause of the failure is not known. There is no evidence of abrasive material in the cable and the cable appears to be adequately lubricated.

The cable was submitted by **ISE AUTOMOTIVE** of Hollywood, CA.



JONES' AUTO SERVICE of Richmond, VA submitted an intake manifold removed from a 1979 Dodge D-100 pickup with approximately 18,000 miles. According to the shop, the customer had complained of rough idling, lack of power, and poor fuel economy since buying the vehicle new. Numerous attempts to identify the cause of the problem and correct it were unsuccessful. The shop reports that after ruling out a number of possibilities, the intake manifold was inspected and a large crack underneath the carburetor mounting flange was found. The crack connected the intake manifold portion of the part to the exhaust gas recirculation port, resulting in constant EGR. The manifold, which is made of aluminum, was replaced and there have been no further operational complaints. If you run into a similar problem, be aware of this possibility.

FAIRLINGTON SUNOCO of Alexandria, VA, contacted the PRP about a cooling system problem encountered on a 1978 Volkswagen Rabbit with 24,000 miles. The vehicle is equipped with a plastic radiator core. Twice on this vehicle, the engine overheated and the coolant melted the heat exchanger. The thermostat and fan switch both checked out well. The exact cause is not known.

THE PARTS RETURN PROGRAM NEWSLETTER

The Secretary of the U.S. Department of Transportation has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through March 31, 1982.

TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a **COLLECT CALL** [redacted].

MAY PARTICIPANTS

The members highlighted below have contributed parts or information to the PRP within the last month. Numbers in parentheses indicate the number of months a shop has been active in the current year.

REGION 0

(3) **BOTHEL'S GARAGE**
Cape Elizabeth, ME 04104

(4) **PROTANO'S SERVICE STATION**
Worcester, MA 01606

(4) **SHEFFIELD AUTO ELECTRIC**
Sheffield, MA 01230

(1) **STATE OF CONNECTICUT DEPT. OF TRANSPORTATION**
Hartford, CT 06106

REGION 1

(2) **BASILE'S EXXON SERVICE STATION**
Fairview Village, PA 19409

(3) **D & Z ATLANTIC**
Cornwall Heights, PA 19020

(8) **GIL'S SAFETY SERVICE**
Ridgewood, NJ 07450

(2) **GOTHAM AUTO LEASE, INC.**
New Rochelle, NY 10801

(4) **VIN'S MOTOR SERVICE CORP.**
Brooklyn, NY 11204

(7) **WOODY'S GARAGE**
Montoursville, PA 17754

REGION 2

(6) **AUTO BRAKE CORP.**
Norfolk, VA 23513

(1) **EUROPEAN CAR SPECIALISTS**
Arlington, VA 22204

(1) **FAIRLINGTON SUNOCO SERVICE CENTER**
Alexandria, VA 22302

(3) **JONES' AUTO SERVICE**
Richmond, VA 23230

(2) **MALCOLM'S AUTOMOTIVE**
Arlington, VA 22204

REGION 3

(3) **BIG BRAKE SAFETY CENTER**
Gulfport, MS 39501

(10) **WALE'S GARAGE**
Ft. Lauderdale, FL 33316

REGION 4

(3) **LEXINGTON BRAKE**
Lexington, KY 40503

(2) **S & J TIRE, INC.**
Lexington, KY 40504

REGION 5

(1) **DES MOINES AREA COMMUNITY COLLEGE**
Ankeny, IA 50021

REGION 6

(5) **BRAKE-O-MAT**
Evanston, IL 60201

(4) **TIM'S IMPORT SALES & SERVICE**
Hutchinson, KS 67501

REGION 7

NONE

REGION 8

(1) **TOM CARR GARAGE**
Las Cruces, NM 88001

REGION 9

(10) **ISE AUTOMOTIVE**
Hollywood, CA 90027

(6) **LAD AUTO ELECTRIC**
Spokane, WA 99206

(1) **WAYNE'S GARAGE**
Eugene, OR 97405

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SECTION 3

Summary of PRP Inputs - CY 1980

PRP PROGRAM INPUTS

CY 1980

PRP NUM	COMP CLASS	COMP NAME	YEAR	MAKE	MODEL	MILE FAILURE	SHOP NO
P07694	05151000	TIMING CHAIN AND GEAR VEHICLE DOES NOT START. EXCESSIVE WEAR IN TIMING CHAIN.	74	AMC	AMBASSADOR	6700	01230005
P07694	05151000	TIMING CHAIN AND GEAR VEHICLE DOES NOT START. EXCESSIVE WEAR IN TIMING CHAIN.	74	AMC	AMBASSADOR	6700	01230005
P07726	08530000	ROTOR CORRODED CONTACTS	78	AMC	CONCORD	12442	53140005
P07374	08540000	IGNITION CONTROL BOX INTERNAL SHORT	77	AMC	GREMLIN	13650	60616012
P07722	08550000	VACUUM ADVANCE UNIT SPARK ADVANCE DIAPHRAGM BROKEN.	75	AMC	GREMLIN	32884	53140005
P07468	06652000	EGR EXHAUST SENSOR NO VACUUM TO EGR VALVE	76	AMC	HORNET	65202	90027012
P07444	05230000	WATER PUMP WATER PUMP LOCKED UP	75	AMC	HORNET	30000	06033091
P07532	03270000	BRAKE PADS PADS WEAR PREMATURELY IN FLEET OF 18 HORNETS. PISTONS FREEZE TOO.	79	AMC	HORNET	14000	F10047139
P07631	08550000	VACUUM ADVANCE UNIT VACUUM ADVANCE DIAPHRAGM BROKEN CAUSING VEHICLE STALLING	76	AMC	HORNET	71891	F53702100
P07632	08550000	VACUUM ADVANCE UNIT VACUUM ADVANCE DIAPHRAGM BROKEN CAUSING VEHICLE STALLING	76	AMC	HORNET	76648	F53702100
P07711	08550000	VACUUM ADVANCE VACUUM ADVANCE BREAKS	76	AMC	HORNET	57143	F53702100
P07712	08550000	VACUUM ADVANCE VACUUM ADVANCE DIAPHRAGM BREAKS, WHEN VEHICLE BACKFIRES.	76	AMC	HORNET	68509	F53702100
P07713	08550000	VACUUM ADVANCE VACUUM ADVANCE DIAPHRAGM BREAKS, WHEN VEHICLE BACKFIRES, EXPLOSION BLOWS DIST.CA	76	AMC	HORNET	58250	F53702100
P07891	03242000	FRONT BRAKE HOSES BROKEN AS IF PULLED APART AT REAR BRAKE END FITTING.	76	AMC	HORNET	38720	14607007
P08017	03242000	BRAKE HOSES OUTER HOSE CRACKED.	78	AMC	HORNET	47520	17754007

P08034	04150000	L.R.BRAKE CABLE CORROSION LOCKS UP BRAKE CABLE.	71	AMC	HORNET	48000	63130132
P07618	08240000	ALTERNATOR BRACKET BRACKET BROKE AT THREE MOUNTING HOLES CAUSING CHARGING PROBLEM	73	AMC	JAVELIN	88000	90027012
P07382	05270000	FREEZE PLUG RUSTED THROUGH, LEAKING	78	AMC	JEEP	40614	01606062
P07605	09106000	STOP LIGHT SWITCH INSULATOR BROKEN OUT OF SWITCH CAUSING FLUID LEAK	78	AMC	JEEP DISPATCH	7211	06856001
P07736	06213000	CARB. FLOAT FLOAT SATURATED WITH FUEL, SINKS.	74	AMC	MARK V	54608	14607007
P07636	08540000	IGN MODULE INTERNAL MALFUNCTION	75	AMC	MATADOR	56000	01230005
P07797	03242000	FRONT BRAKE HOSE (DISC) FLEXIBLE HOSES CRACKED NEAR JUNCTION BLOCK FITTING, LEAKING BRAKE FLUID.	74	AMC	MATADOR	75831	19020002
P07928	05270000	FREEZE PLUG PLUG RUSTED THROUGH. WATER LEAKS.	76	AMC	MATADOR S/W	UNKNOWN	01230005
P07729	08530000	DISTRIBUTOR CAP & WIRES CAP AND WIRES WORN. ENGINE MISSES.	76	AMC	PACER	68000	01230005
P07731	06213000	CARBURETOR - ACCELERATOR PUMP ACCELERATOR PUMP IS WORN. VEHICLE STUMBLES.	76	AMC	PACER	67860	01230005
P07737	06213000	CARBURETOR FLOAT FLOAT SATURATED WITH FUEL, SINKS.	76	AMC	PACER	33220	14607007
P08021	08240000	VOLTAGE REGULATOR VOLTAGE REGULATOR BURNED CAUSED OVERCHARGING.	67	AMC	RAMBLER	60353	17754007
P07442	05240000	FLEX FAN FAN BLADE BROKE OFF	73	AMC	SW	44417	33145005
P07443	03260000	BRAKE SHOE SPRINGS RETURN SPRINGS LOST TENSION - BRAKES FAILED	74	AMC	UNKNOWN	29000	06033091
P07601	08540000	CONTROL MODULE INTERNAL MALFUNCTION	78	AMC	UNKNOWN	UNKNOWN	06856001
P07745	08550000	VACUUM ADVANCE UNIT SPARK ADVANCE DIAPHRAGM BROKEN	00	AMC	UNKNOWN	UNKNOWN	53140005

P07746	08550000	VACUUM ADVANCE UNIT SPARK ADVANCE DIAPHRAGM BROKEN	76	AMC	UNKNOWN	UNKNOWN	53140005
P07747	08550000	VACUUM ADVANCE UNIT SPARK ADVANCE DIAPHRAGM BROKEN	76	AMC	UNKNOWN	UNKNOWN	53140005
P07779	08530000	DISTRIBUTOR WIRE WIRES WORN OUT.	74	AMC	UNKNOWN	67000	01230005
P08026	05110000	R.F. MOTOR MOUNT RIGHT FRONT ENGINE MOUNT RUBBER ISOLATOR TORN.	72	AUDI	100 LS	59692	90027012
P07628	07463000	WHEEL BEARING BEARING FAILURE NOISY AND ROUGH	77	AUDI	FOX	37524	33316118
P07853	06350000	ELECTRIC FUEL PUMP FUEL PUMP MOTOR SEIZED, CAUSED OVERHEATING OF PUMP RELAY.	79	AUDI	FOX	05389	18018143
P07809	06231000	AIR FILTER WORN AND TORN IN SEVERAL LOCATIONS.	73	AUDI	FOX 2DR	40275	22204199
P07999	05150000	OIL PRESSURE RELIEF VALVE OIL PRESSURE RELIEF VALVE STUCK OPEN ALLEGEDLY DUE TO MOTOR OIL DEPOSITS.	66	BMW	2000 CS	UNKNOWN	00000000
P08049	02100000	FRONT END SUSPENSION SUSPENSION SHIMMIES, CAUSE AND CURE UNKNOWN.	79	BMW	320I	UNKNOWN	20850050
P07506	06342000	FUEL HOSE FUEL LEAKS OUT OF STEEL LINE. AT 32 PSI SPRAYS FUEL OUT ON EXHAUST SYSTEM.	79	BMW	528 I	8386	33316118
P07872	08430000	FUSE BLOCK CIRCUIT OVERLOAD CAUSED MELTING OF INSULATOR MATERIAL NEAR ONE FUSE TERMINAL.	77	BMW	530-I	24600	33316118
P07402	05140000	ENGINE FLYWHEEL FLYWHEEL RUPTURED	76	BUICK	CENTURY	22000	03242005
P07822	05140000	FLYWHEEL FLYWHEEL HUB CRACKED.	73	BUICK	CENTURY	81852	11204002
P07676	03230000	MASTER CYLINDER. INTERNAL SEAL LEAK-LOSS OF PEDAL.	76	BUICK	CENTURY WAGON	62789	90027012
P07728	05140000	FLYWHEEL CENTER (HUB) BROKEN AWAY FROM RING GEAR.	80	BUICK	CENTURY WAGON	63787	01606062
P07765	01530000	IDLER ARM IDLER ARM. EXCESSIVE LOOSENESS IN STEERING	77	BUICK	ELECTRA	UNKNOWN	01230005
P07930	08540000	CONTROL MODULE INTERNAL MALFUNCTION. VEHICLE STALLS, WILL NOT RESTART.	75	BUICK	ELECTRA	UNKNOWN	01230005

P07934	08240000	STARTER BRUSHER STARTER INOPERATIVE, BRUSHES WORN OUT.	75	BUICK	ELECTRA	UNKNOWN	01230005
P07761	08530000	DISTRIBUTOR WIRES VEHICLE WILL NOT START.	70	BUICK	ELECTRA 225	UNKNOWN	01230005
P07766	01220000	PITMAN SHAFT SEAL. SEAL LEAKING.	75	BUICK	ELECTRA 225	UNKNOWN	01230005
P07767	01330000	POWER STEERING HOSE HOSE LEAKING-CAUSE UNKNOWN.	75	BUICK	ELECTRA 225	UNKNOWN	01230005
P08081	08530000	DISTRIBUTOR CAP DIRT AND CARBON TRACKING CAUSING MISFIRE.	75	BUICK	ELECTRA 225	45000	01230005
P07836	01220000	POWER STEERING GEARBOX EXCESSIVE WEAR NEAR LOWER PITMAN SHAFT.	75	BUICK	ELECTRA 225	UNKNOWN	01230005
P07589	01220000	POWER STEERING GEARBOX CASTING SEPARATION ON LOWER HOUSING RESULTING IN FLUID LEAK AND LOSS OF ASSIST	74	BUICK	ELECTRA LTD	56385	19560055
P97706	05210000	RADIATOR HEATING CORE. CORROSION CAUSED FLUID LEAK.(COOLANT)	76	BUICK	ESTATE WAGON.	13800	60201006
P07533	05110000	ENGINE MOUNT MOUNT CAME APART CAUSING CAR TO RUN AWAY	63	BUICK	LE SABRE	69700	85364001
P08071	06640000	TAIL PIPE INNER PIPE COLLAPSED. LOSS OF POWER	73	BUICK	LE SABRE	74010	57701004
P07917	01530000	IDLER ARM FEMALE THREADS ON IDLER ARM BRACKET CAP STRIPPED.	70	BUICK	LE SABRE	96193	50021001
P07523	06520000	PCV HOSE HOLE CREATED WHEN HOSE RUBBED AGAINST INTAKE MANIFOLD	76	BUICK	LIMITED	49636	90027012
P07814	03271000	CALIPER CALIPER SEAL CRACKED. BRAKE FLUID LEAKS.	73	BUICK	OPEL	93081	23513001
P07539	02110000	SHOCK MOUNT LEFT FRONT SHOCK BROKE AWAY FROM UPPER SHOCK MOUNT DUE TO RUST	71	BUICK	OPEL GT	17534	63130132
P07380	11103000	FAN MOTOR INTERNAL MALFUNCTION	78	BUICK	REGAL	49883	01606062
P07499	06520000	PCV HOSE HOSE COLLAPSED, HAS HOLE, ROUGH IDLE	76	BUICK	REGAL	55969	90027012

P07697	06600000	TAIL PIPE BRACKET RUBBER EXHAUST HANGER BROKEN.	76	BUICK	REGAL	9820	63130132
P07819	06520000	PCV HOSE HOSE DETERIORATED CRACKED CAUSING ROUGH IDLE STALLING	74	BUICK	RIVIERA	53138	90027012
P07883	01330000	POWER STEERING HOSE HOSE CRACKED. BURST, LOSS OF POWER ASSIST.	74	BUICK	RIVIERA	70000	60076001
P07941	03230000	MASTER CYLINDER BRAKE PEDAL SINKS SLOWLY TO FLOOR.	77	BUICK	RIVIERA	48794	90027012
P07321	08550000	DISTRIBUTOR CAP DAMAGE TO CAP	76	BUICK	SKYLARK	29165	85268105
P07321	08550000	DISTRIBUTOR ROTOR DAMAGE TO ROTOR	76	BUICK	SKYLARK	29165	85268105
P07526	06510000	AIR PUMP AIR PUMP FROZEN	77	BUICK	SKYLARK	15957	90027012
P07058	06252000	VACUUM SWITCH SWITCH ALLOWS CONSTANT VACUUM TO EGR VALVE. ENGINE RUNS THROUGH.	75	BUICK	SKYLARK	46141	90027012
P07726	02440000	REAR STABILIZER BAR REAR BAR BROKE AT MOUNTING PAD.(SIDE UNKNOWN).P97725	77	BUICK	SKYLARK(V-6)	46801	90027012
P07598	05140000	FLYWHEEL FLYWHEEL BROKEN NEAR CENTER. SHOP HAS SEEN MANY OF THESE FAILURES	UN	BUICK	UNKNOWN	UNKNOWN	19405087
P07784	01330000	STEERING HOSE HOSE PULLED APART FROM END FITTING .	75	CADILLAC	COUPE DEVILLE	66050	60076004
P07503	06130000	FUEL PUMP DIAPHRAGM RUPTURED - PUMPED OIL PAN FULL OF GAS	69	CADILLAC	DEVILLE	49838	90027012
P07548	08500000	DIST CAP CROSSFIRING IN CAP	72	CADILLAC	DEVILLE	79343	17754007
P97612	06330000	FUEL PUMP RELAY DIESEL ENGINE STALLS IN TRAFFIC SUSPECT FUEL PUMP RELAY CIRCUIT	79	CADILLAC	DEVILLE	7200	33316118
P07706	01220000	STEERING BOX STEERS HARD TO LEFT, MALFUNCTIONING FLOW CONTROL VALVE.	76	CADILLAC	DEVILLE	19650	33316118
P07741	06640000	TAIL PIPE INNER PIPE COLLAPSED. LOSS OF POWER	70	CADILLAC	DEVILLE	UNKNOWN	57701004
P07831	08530000	DISTRIBUTOR CAP BURNING IN CAP CAUSED BACKFIRE, POOR IDLE,HARD STARTING.	72	CADILLAC	DEVILLE	80707	17754007

P07476	05140000	FLYWHEEL FLYWHEEL BROKEN IN CENTER	71	CADILLAC	ELDORADO	72000	90027012
P07438	03230000	MASTER CYLINDER LOSS OF BRAKING ABILITY, BRAKE PEDAL GOES TO FLOOR	78	CADILLAC	FLEETWOOD	UNKNOWN	85268105
P07810	03271000	DISC BRAKE CALIPER CALIPER PISTON STICKS,FLUID LEAKS.	78	CADILLAC	FLEETWOOD	30000	6020I006
P07787	06242000	INTAKE MANIFOLD EXHAUST CROSSOVER PIPE BURNED THROUGH.	72	CADILLAC	SEDAN DEVILLE	80707	I7754007
P07788	09302000	INTAKE MANIFOLD RELAY CONTACTS BURNED. NO LOW BEAM HEADLIGHTS.	72	CADILLAC	SEDAN DEVILLE	80707	17754007
P08025	07461000	REAR AXLE HOUSING EXCESSIVE AXLE BEARING WEAR CAUSED LOOSENESS OF BEARING IN AXLE HOUSING.	79	CADILLAC	SEDAN DEVILLE	21000	2003I049
P07399	02700000	UNIROYAL TIRE-STEEL BELTED RAD SHIMMY-BAD VIBRATION, PULLS TO RIGHT	77	CADILLAC	SEVILLE	25000	FI0801145
P07401	02700000	UNIROYAL TIRE-STEEL BELTED RAD SHIMMY-BAD VIBRATION, PULLS TO LEFT	76	CADILLAC	SEVILLE	18977	F10801145
P07451	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION	78	CADILLAC	SEVILLE	I8566	95336001
P07626	02160000	RIGHT FRONT SPINDLE SPINDLE BROKEN DUE TO SEIZED WHEEL BEARING	76	CADILLAC	SEVILLE	22743	98108037
P07649	06326000	FAST IDLE VALVE HEATER INTERNAL MALFUNCTION. IDLE SPEED TOO HIGH	76	CADILLAC	SEVILLE	UNKNOWN	90027II3
P07641	04150000	PARKING BRAKE CABLE CABLE BROKEN DUE TO RUBBING AGAINST EXHAUST PIPE	76	CADILLAC	SEVILLE	72641	90027012
P08027	06132000	FUEL LINE HEAT FROM EXHAUST MANIFOLD WEARS HOSE LINING.	77	CADILLAC	SEVILLE	I7868	9027012
P08033	08540000	IGNITION MODULE ENGINE STALLS, WILL NOT RESTART UNTIL COOL.	79	CADILLAC	SEVILLE	I9749	33316118
P08033	08540000	IGNITION MODULE ENGINE STALLS, WILL NOT RESTART UNTIL COOL.	79	CADILLAC	SEVILLE	19749	33316118
P07695	09002000	HEAD LIGHT HOUSING HEAD LIGHT HOUSING MOUNTING BRACKETS BROKEN NO ACCIDENT.	76	CADILLAC	SEVILLE 4 DR.	32253	23504100

P07479	07420000	VELOCITY BEARING VELOCITY BEARING FAILURE OF DRIVESHAFT	77	CHEVROLET	3/4 TON	35000	06033091
P07862	03242000	BRAKE HOSES FRONT BRAKE HOSES CRACKED,LEAKING.	69	CHEVROLET	BEL-AIR	44867	11204002
P07913	07450000	DIFFERENTIAL END PINION PIN BROKE IN TWO	75	CHEVROLET	BLAZER	49000	06033091
P07937	03270000	BRAKE CALIPER SEAL SEAL DETERIORATION CAUSES BRAKES TO LOCK	71	CHEVROLET	BLAZER	50000	01230005
P08099	11110000	HEATER CORE PINHOLE LEAKS IN HEATER CORE.	79	CHEVROLET	BLAZER	12000	03242005
P08011	06136000	FUEL PUMP FUEL PUMP LEVER WEARING OUT AT PIVOT PIN.	80	CHEVROLET	C-10	9046	77009187
P07739	01530000	IDLER ARM EXCESSIVE WEAR.	74	CHEVROLET	C-10 PICKUP	43210	14607007
P07835	01560000	TIE ROD END EXCESSIVE WEAR CAUSING LOOSENESS IN STEERING.	68	CHEVROLET	C-10 PICKUP	87954	17754007
P07852	08550000	PICKUP COIL LEAD WIRE BROKEN DUE TO CRIMPING.	77	CHEVROLET	C-10 PICKUP	25152	18018143
P07885	02600000	WHEEL WHEEL SPLIT APART	69	CHEVROLET	C-10 TRUCK	UNKNOWN	03103002
P07599	01530000	IDLER ARM EXCESSIVE PLAY AT BRACKET END	79	CHEVROLET	C-30 CREW CAB	8321	93301046
P07564	02160000	STEERING KNUCKLE OUTER WHEEL BEARING INNER RACE SEIZED TO SPINDLE	78	CHEVROLET	C-60 SCHOOL BU	19851	00000000
P07565	02160000	STEERING KNUCKLE OUTER WHEEL BEARING INNER RACE SEIZED TO SPINDLE	78	CHEVROLET	C-60 SCHOOL BU	18542	00000000
P07566	02160000	STEERING KNUCKLE OUTER WHEEL BEARING OVERHEATED, BEARING FAILED/SPINDLE DAMAGED	78	CHEVROLET	C-60 SCHOOL BU	12741	00000000
P07375	05150060	PIN PIN BROKEN	77	CHEVROLET	C20 P.U.	29241	08244012
P07614	06520000	PCV HOSE HOSE COLLAPSED CRACKED CAUSING AIR LEAK/ ROUGH IDLE	78	CHEVROLET	CAMARO	31616	63130132
P07426	03271000	BRAKE CALIPER PISTON FROZEN IN CALIPER	79	CHEVROLET	CAPRICE	16614	08244012

P07630	05150000	AIR PUMP AIR PUMP LOCKED UP	73	CHEVROLET	CAPRICE	77452	17754007
P07785	11110000	HEATER CORE PINHOLE LEAKS IN HEATER CORE.	78	CHEVROLET	CAPRICE	38000	22204227
P07795	11110000	HEATER CORE NUMEROUS PINHOLE LEAKS IN HEATER CORE.	78	CHEVROLET	CAPRICE	38000	22204227
P07816	03272000	BRAKE PADS PADS WORN OUT-PREMATURE WEAR.	78	CHEVROLET	CAPRICE	18348	07450150
P08094	01160000	STEERING COUPLING RUBBER ISOLATOR WORN OUT,HARD STEERING RESULTED.	74	CHEVROLET	CAPRICE	90000	90027012
P07622	03273000	DISC BRAKE ROTOR DISC BRAKE ROTOR WORN EXCESSIVELY	77	CHEVROLET	CAPRICE CLASSI	23359	40503002
P07634	06136000	FUEL PUMP FUEL LEAKING FROM AROUND BODY SEAM	76	CHEVROLET	CAPRICE CLASSI	50843	67501001
P09015	06233000	BASE GASKET CARBURETOR TO INTAKE MANIFOLD GASKET BROKEN.	78	CHEVROLET	CAPRICE CLASSI	34613	04104003
P09016	06233000	FLOAT FLOAT SATURATED WITH FUEL,AND VEHICLE RUNS ERRATICALLY.	78	CHEVROLET	CAPRICE CLASSI	34613	04104003
P07744	02111000	STRUT ROD ROD BROKEN NEAR THREADED END.	69	CHEVROLET	CAPRICE SW	91749	12601016
P07561	02700000	TIRE BELT BROKEN	75	CHEVROLET	CHEVELLE	UNKNOWN	F30316139
P07750	03230000	MASTER CYLINDER EXTERNAL LEAK FROM REAR OF MASTER CYLINDER	76	CHEVROLET	CHEVELLE	42926	07450150
P07759	02150000	LOWER CONTROL ARM LOWER CONTROL ARM BROKEN NEAR OUTBOARD END.	68	CHEVROLET	CHEVELLE	UNKNOWN	93301016
P07768	03230000	MASTER CYLINDER MASTER CYLINDER LEAKING FROM REAR.	76	CHEVROLET	CHEVELLE	42926	07450150
P08076	03273000	ROTOR OUTER WHEEL BEARING OVERHEATED CRACKED AND BROKE HUB.	78	CHEVROLET	CHEVELLE	42597	93301046
P07604	05130000	CRANKSHAFT PULLEY CENTER OF PULLEY CRACKED/PULLED APART	79	CHEVROLET	CHEVETTE	18000	06856001

P07671	07120000	CLUTCH CABLE ADJUSTING FLANGE THREADS BROKEN.	78	CHEVROLET	CHEVETTE	47225	90027012
P07823	13131000	INNER FENDER PANEL SEPARATION OF SHOCK TOWER FROM INNER FENDER PANEL	78	CHEVROLET	CHEVETTE	38351	F06106103
P07881	02150000	LOWER CONTROL ARM CONTROL ARM METAL TORN NEAR BALL JOINT.	78	CHEVROLET	CHEVETTE	28000	68776029
P07887	02142000	UPPER BALL JOINT EXCESSIVE WEAR, WORN OUT IN 27000 MILES UNSERVICEABLE.	76	CHEVROLET	CHEVETTE	27324	11204002
P07890	07222000	SHIFT LEVER SHIFT LEVER SEPARATED FROM TRANSMISSION	79	CHEVROLET	CHEVETTE	1768	F55343118
P07900	07390000	TRANSMISSION FILTER FILTER BLOCKED, STARVING PUMP FOR OIL	78	CHEVROLET	CHEVETTE	27791	11580154
P07940	06132000	FUEL PUMP HOSE FUEL HOSE ROTTED,CRAKED, LEAKING.	78	CHEVROLET	CHEVETTE	9912	90027012
P07946	11106000	HEATER OUTLETS AIR DISTRIBUTION BOX WARPED.	78	CHEVROLET	CHEVETTE	9122	63130132
P07959	02152000	LOWER CONTROL ARM PRESSED IN BALL JOINT SEPERATED FROM LOWER CONTROL ARM.	78	CHEVROLET	CHEVETTE	28664	68776029
P89013	07330000	GEAR SHIFT LEVER NO COMMENT	78	CHEVROLET	CHEVETTE	13000	63130132
P94041	05130000	CRANK SHAFT PULLEY CRANKSHAFT PULLEY CRACKED, FELL APART.	80	CHEVROLET	CHEVETTE	16463	33316118
P09027	06132000	FUEL PUMP HOSE RUBBER FUEL LINE CRACKED, LEAKING NEAR FUEL PUMP.	78	CHEVROLET	CHEVETTE	12000	63130132
P09028	03272000	FRONT BRAKE PADS BRAKE PADS EXHIBIT UNEVEN WEAR.	77	CHEVROLET	CHEVETTE	27000	63130132
P09029	03271000	CALIPER BOLT CALIPER BOLT FROZEN IN PLACE.	77	CHEVROLET	CHEVETTE	27000	63130132
P07447	05130000	CRANKSHAFT PULLEY HAS TWO BAD CRACKS IN CENTER OF PULLEY (INSIDE & OUTSIDE)	72	CHEVROLET	CHEVY 2	42241	63130132
P07829	01160000	STEERING COUPLER RUBBER MATERIAL TEARS CAUSING WEAR ON GUIDE PINS, LOOSE STEERING.	77	CHEVROLET	CORVETTE	51313	97405004
P07970	02740000	TIRES TREAD SEPERATION CAUSED DAMAGE TO FIBREGLASS BODY.	77	CHEVROLET	CORVETTE	27000	11561164

P88046	01160000	STEERING COUPLER FLEXIBLE STEERING COUPLER TORN AT BOTH BOLT HOLES.	77	CHEVROLET	CORVETTE	26420	57006007
P07673	03230000	MASTER CYLINDER REAR PORTION LEAKS.	75	CHEVROLET	EL CAMINO	49513	90027012
P07992	15902000	TRAILER HITCH HITCH DRAW BAR BROKE, CAUSE UNKNOWN.	74	CHEVROLET	EL CAMIOO	UNKNOWN	20850043
P08053	07110000	CLUTCH PEDAL & BRACKET WELD BROKE ON CLUTCH PIVOT ROD BUSHING.	76	CHEVROLET	G-20 VAN	22000	68102007
P07323	01222000	POWER STEERING SHAFT CRACKED AT SPLINE AND TWISTED	77	CHEVROLET	IMPALA	22329	12208084
P8741P	08500000	ELEC.IGNITION MODULE ELECTRONIC IGNITION MODULE FAILURE	75	CHEVROLET	IMPALA	15203	76901073
P07377	11103000	FAN MOTOR BEARING BURNT OUT	78	CHEVROLET	IMPALA	35192	01606062
P97086	02700000	UNIROYAL TIRE SEVERE SIDE-TO-SIDE VIBRATION WHILE DRIVING (NOT ALIGNMENT PROBLEM)	76	CHEVROLET	IMPALA	20000	60201006
P07097	11103000	FAN MOTOR INTERNAL MALFUNCTION - MOTOR NOISY, BINDS UP	78	CHEVROLET	IMPALA	20897	01606062
P07690	03230000	MASTER CYLINDER MASTER CYLINDER LEAKING FROM PRIMARY CUP.	67	CHEVROLET	IMPALA	UNKNOWN	07450150
P07748	02152000	BALL JOINT BALL JOINT STUD BROKEN (PULLED APART) BETWEEN THREADS AND TAPER.	74	CHEVROLET	IMPALA	66000	37209003
P08075	03230000	MASTER CYLINDER REAR PRIMARY CUP LEAKING FLUID.	79	CHEVROLET	IMPALA	17347	22207212
P07775	05110000	MOTOR MOUNT MOTOR MOUNT TORN.	70	CHEVROLET	IMPALA	55000	01230005
P07042	09001000	DIMMER SWITCH HEADLIGHTS INOPERATIVE,OPEN CIRCUIT IN SWITCH.	75	CHEVROLET	IMPALA	39414	90027012
P08012	08530000	WIRE SET HIGH TENSION WIRES WORN OUT. VEHICLE "MISSES".	72	CHEVROLET	IMPALA	56000	01230005
P97P96	05150050	CAM SHAFT EXCESSIVE WEAR ON CAMSHAFT,CAUSING DISHING OUT OF LIFTER.	78	CHEVROLET	IMPALA SW	51000	F45435072

P87956	09006000	TAIL LIGHT LENS REFLECTIONS FROM THE SUN CAN CAUSE BRAKE LIGHTS TO APPEAR TO BE ON.	80	CHEVROLET	LUV (PICKUP)	UNKNOWN	67501001
P07397	06620000	EXHAUST PIPE INTERNAL COLLAPSE	73	CHEVROLET	MALIBU	61752	23230031
P07465	08550000	CONNECTOR ELECTRICAL SHORT	79	CHEVROLET	MALIBU	10620	33316118
P07496	07300000	COVER-SPRINGS HOLE IN COVER FROM BROKEN SPRING	76	CHEVROLET	MALIBU	48159	01606062
P87737	03230000	MASTER CYLINDER INTERNAL LEAK.	80	CHEVROLET	MALIBU	1685	07450150
P87786	15300000	CRUISE CONTROL CRUISE CONTROL COMES ON WITHOUT WARNING.	80	CHEVROLET	MALIBU	11121	33316118
P87826	03233000	MASTER CYLINDER MASTER CYLINDER FAILURE. CAUSE UNKNOWN.	80	CHEVROLET	MALIBU	UNKNOWN	07450150
P88003	13460000	WINDOW HIGH DENSITY PLASTIC MATERIAL BROKEN NEAR WINDOW TRACK	77	CHEVROLET	MALIBU	80000	17104008
P88096	03265000	BACKING PLATE WHEEL CYLINDER LOCATING HOLE WORN CAUSING LOSS OS REAR BRAKES.	79	CHEVROLET	MALIBU	40000	84101043
P86097	08510000	IGNITION LOCK IGNITION LOCK TUMBLER WEARS EXCESSIVELY CAUSING EXCESSIVE REQUIRED EFFORT.	79	CHEVROLET	MALIBU	30000	84101043
P09034	03265000	BRAKE BACKING PLATE HOLE LOCATING WHEEL CYLINDER WORN EXCESSIVELY CAUSING BRAKES TO LOCK ON.	79	CHEVROLET	MALIBU 4DR	73379	84101043
P87506	06113000	GAS TANK TANK FELL LOOSE FROM CORROSION	74	CHEVROLET	MALIBU SW	41000	13901005
P87541	15500000	JACK JACK COLLAPSED - DRIVER INJURED HAND	78	CHEVROLET	MALIBU SW	UNKNOWN	F60085155
P07826	13520000	TAILGATE SUPPORT PISTOL CYLINDER REPORTEDLY DOES NOT PROPERLY SUPPORT TAILGATE IN RAISED POSITION.	79	CHEVROLET	MALIBU SW	12000	F10801145
P87410	02730000	FIRESTONE RADIAL TIRE 5 TIRES DEVELOPED PLY SEPARATIONS & OUT-OF-ROUND CONDITION	76	CHEVROLET	MONTE CARLO	UNKNOWN	03242005
P87559	02700000	TIRE - GR70x15 TREAD SEPARATION	77	CHEVROLET	MONTE CARLO	22286	90027012
P87755	02740000	RADIAL TIRES (4) TIRES ARE CUPPED, AND VEHICLE RIDES HARD.	78	CHEVROLET	MONTE CARLO	20000	33316118

P07791	05130000	CRANK SHAFT PULLEY PULLEY CRACKED AND SPLIT APART.	75	CHEVROLET	MONTE CARLO	48036	88001004
P99047	11614000	A/C EXPANSION TUBE CORROSION CLOGGED A/C EXPANSION TUBE.	77	CHEVROLET	MONTE CARLO	34000	08610200
P09004	05230000	WATER PUMP WEAR ON WATER PUMP BEARINGS AND SEAL CAUSING COOLANT OVERHEATING.	77	CHEVROLET	MONTE CARLO	19692	08610200
P09003	11612000	ACCUMULATOR DRYER ACCUMULATOR CLOGGED DUE TO PRESENCE OF ALUMINUM PARTICLES IN SCREEN.	77	CHEVROLET	MONTE CARLO	34435	08610200
P09005	11608000	EXPANSION TUBE ALUMINUM OXIDE BLOCKING REFRIGERANT FLOW.	77	CHEVROLET	MONTE CARLO	34435	08610200
P07756	06610000	LEFT EXHAUST MANIFOLD LEFT EXHAUST MANIFOLD BROKEN AT CYLINDER #5 EXHAUST PORT.	78	CHEVROLET	MONZA	46679	23513001
P07931	07150000	CLUTCH BEARING BEARING WORN. TRANMISSION HARD TO SHIFT.	76	CHEVROLET	MONZA	UNKNOWN	01230005
P08000	08530001	DISTRIBUTOR CAP POSITION OF HOLD DOWN SCREW TOO CLOSE TO HIGH TENSION TERMINAL, ACCORDING TO SHO	79	CHEVROLET	MONZA	28457	90027012
P07727	02152000	LOWER BALL JOINT BALL JOINT STUD BROKEN WHERE TAPER MEETS BALL.	77	CHEVROLET	MONZA 2DR.	40000	23181002
P87597	02410000	LEAF SPRING REAR TOP LEAF BROKEN	77	CHEVROLET	NOVA	26691	63130132
P07606	12000000	ARM REST MOUNTING FLANGE BROKEN AWAY FROM MOULDING	79	CHEVROLET	NOVA	12710	33316118
P87686	05140000	FLYWHEEL RING GEAR SLIPS ON FLYWHEEL.	73	CHEVROLET	NOVA	UNKNOWN	11204002
P07693	08530000	SPARK PLUG WIRE SET. PLUG WIRES WORN-HIGH REQUIRED VOLTAGE.	75	CHEVROLET	NOVA	21000	01230005
P07719	08540000	IGNITION MODULE INTERNAL MALFUNCTION CAUSING INTERMITTENT OPERATION.	78	CHEVROLET	NOVA	7848	33316118
P87728	06223000	CARBURETOR - ACCELERATOR PUMP ACCELERATOR PUMP WORN, VEHICLE STUMBLES.	70	CHEVROLET	NOVA	86000	01230005
P97897	05150030	CAM SHAFT EXCESSIVE WEAR ON CAM SHAFT CAUSING DISHING OUT OF LIFTER.	78	CHEVROLET	NOVA	48000	F45435072

P07964	01150000	STEERING SHAFT STEERING SHAFT BALL AND SOCKET JOINT AT COLUMN END APPEARS EXCESSIVELY WORN.	77	CHEVROLET	NOVA	32350	10801145
P07981	02615000	CHROME LUG NUTS LUG NUTS CRACKED,SPLIT DURING INSTALLATION.	71	CHEVROLET	NOVA	UNKNOWN	20850043
P07652	06131000	FUEL LINE OUTSIDE OF HOSE IS VERY DETERIORATED AND CRACKED.	79	CHEVROLET	NOVA 305 V8	12448	90027113
P07668	08550000	HEI ROTOR HOLE BURNT IN ROTOR DUE TO EXCESSIVE VOLTAGE BUILDUP	78	CHEVROLET	PICKUP	20000	85203098
P07704	08530000	COIL VEHICLE QUIT RUNNING.	78	CHEVROLET	PICKUP	36000	81003001
P07817	08520000	NEUTRAL SAFETY SWITCH SHORT CIRCUIT. VEHICLE STARTS IN ANY GEAR.	UN	CHEVROLET	PICKUP	UNKNOWN	99206096
P08009	03245000	COMBINATION VALVE MALFUNCTION CAUSING BRAKES TO GRAB.	77	CHEVROLET	PICKUP	44739	84057040
P08042	01530000	STEERING IDLER ARM IDLER ARM BALL AND SOCKET CORRODED CAUSING EXCESSIVE STEERING EFFORT.	78	CHEVROLET	PICKUP	42607	14607007
P09000	05270000	EXPANSION PLUGS RUSTED THROUGH.	78	CHEVROLET	PICKUP	23073	03242005
P07705	08530000	ROTOR VEHICLE QUIT RUNNING. ROTOR CONTACTS BURNED.	80	CHEVROLET	PICKUP 4 WHEEL	36000	81003001
P07962	05150030	CAMSHAFT COME CAMSHAFT LOBE WORN DOWN COMPLETELY.	77	CHEVROLET	PICKUP(C-10)	38000	48722088
P07545	08500000	DIST CAP CROSSFIRING IN CAP	73	CHEVROLET	SW	43590	17754007
P07994	11609000	FRONT COMPRESSOR BEARINGS FRONT A/C COMPRESSOR BEARINGS WORN.	74	CHEVROLET	TRUCK	60000	01230005
P07986	06610000	L/H EXHAUST MANIFOLD CRACKED. LEFT EXHAUST MANIFOLD CRACKED. CAUSE UNKNOWN.	78	CHEVROLET	TRUCK C-65	64200	F53702100
P07690	05220000	RADIATOR HOSE UPPER RADIATOR HOSE CRACKED CAUSING OVER HEATING	79	CHEVROLET	UNKNOWN	12792	06856001
P07620	02160000	LEFT FRONT SPINDLE OUTER WHEEL BEARING INNER RACE SEIZED TO SPINDLE	73	CHEVROLET	UNKNOWN	20889	98108037
P07691	08550000	ROTOR DISTRIBUTOR ROTOR BURNED-VEHICLE HARD TO START.	75	CHEVROLET	UNKNOWN	20000	01230005

P07700	07462000	REAR AXLE BEARING SURFACE BRINNELED.	70	CHEVROLET	UNKNOWN	UNKNOWN	83704028
P07723	01560000	TIE ROD END OUTBOARD END BALL JOINT BROKEN OUT.	68	CHEVROLET	UNKNOWN	71067	53140005
P07724	06136000	FUEL PUMP FUEL PUMP REPORTEDLY NOISY.	78	CHEVROLET	UNKNOWN	10967	53140005
P07730	08530000	DISTRIBUTOR CAP CONTACTS CORRODED. VEHICLE MISSES.	76	CHEVROLET	UNKNOWN	61000	01230005
P08079	01530000	IDLER ARM EXCESSIVE WEAR CAUSING SHIMMY,LOOSE STEERING	75	CHEVROLET	UNKNOWN	61000	01230005
P07491	08550000	ROTOR DISTRIBUTOR ROTOR BURNED,VEHICLE HARD TO START.	75	CHEVROLET	UNKNOWN	20000	01230005
P09001	05140000	FLYWHEEL FLYWHEEL CRACK NEAR CENTER.	78	CHEVROLET	UNKNOWN	UNKNOWN	02888001
P09009	03273000	DISC BRAKE ROTOR INBOARD SIDE OF BRAKE CALIPER WORN DOWN TO COOLING FINS.	74	CHEVROLET	UNKNOWN	UNKNOWN	15025214
P04010	03272000	BRAKE PADS INBOARD PAD WORN COMPLETELY OUT.	74	CHEVROLET	UNKNOWN	UNKNOWN	15025214
P07559	06132000	RUBBER FUEL LINES RUBBER GAS LINE LAYS NEAR EXHAUST MANIFOLD WHICH CAUSES A VAPOR LOCK	78	CHEVROLET	VAN	UNKNOWN	13901005
P07672	06233000	CARB. FLOAT FLOAT SATURATED. CAR RUNS RICH.	75	CHEVROLET	VEGA	30529	90027012
P07682	02152000	R.F. LOWER BALL JOINT. BALL SEPARATED FROM SOCKET	77	CHEVROLET	VEGA	33250	F17604203
P08041	01530000	STEERING IDLER ARM IDLER ARM BALL AND SOCKET CORRODED CAUSING EXCESSIVE STEERING EFFORT.	78	CHEVROLET	G-10 VAN	36221	14607007
P07936	01590000	STEERING SHOCK ABSORBER FLUID LEAK ELIMINATED DAMPENING EFFECT.	74	CHEVY	PICKUP	UNKNOWN	00000000
P07469	01510000	PITMAN ARM LOOSE STEERING	78	CHRYSLER	CORDOBA	37713	90027012
P07522	08500000	BALLAST RESISTOR SHORT - CAR STARTED BUT WOULD NOT KEEP RUNNING .	75	CHRYSLER	CORDOBA	33364	90027012

P07763	03272000	BRAKE PADS BRAKE PADS COMPLETLY WORN OUT. DUE TO PISTON STICKING IN CALIPER BORE.	78	CHRYSLER	CORDOBA	20000	01230005
P08066	08530000	IGNITION RESISTOR IGNITION RESISTOR OPEN,WILL NOT START.	78	CHRYSLER	CORDOBA	13217	90027012
P07384	03271000	BRAKE CALIPER PISTON PISTON FROZE IN CALIPER	78	CHRYSLER	LEBARON	14000	02888001
P07416	03200000	BRAKES BRAKE FAILURE-CAUSING CAR TO PULL TO THE RIGHT	78	CHRYSLER	LEBARON	26629	33316118
P07609	03240000	FRONT BRAKE HOSE RUBBER HOSE CRACKED NEAR JUNCTION BLOCK	77	CHRYSLER	LEBARON	36468	61108004
P07627	05150000	ROCKER ARM ROCKER ARM BROKEN IN HALF	77	CHRYSLER	LEBARON	19681	23230130
P07824	03271000	CALIPER PISTON PISTON SEIZED IN CALIPER BORE DUE TO CORROSION.	78	CHRYSLER	LEBARON	42741	07450150
P07825	03271000	DUST BOOTS SEAL DUST BOOT IMPROPERLY SEATED.	78	CHRYSLER	LEBARON	42741	07450150
P07800	02170000	OUTER WHEEL BEARING OUTER WHEEL BEARING LOST LUBRICATION,BURNED OUT CAUSING NOISE.	78	CHRYSLER	LEBARON SW	UNKNOWN	07450150
P07777	06600000	EXHAUST PIPE HANGER. HANGER BRACKET RUSTED AND EXHAUST SYSTEM FELL DOWN.	73	CHRYSLER	NEW YORKER	80000	01230005
P07927	07390000	TRANSMISSION FILTER TRANSMISSION FILTER CLOGS WITH DEBRIS.	75	CHRYSLER	NEW YORKER	70000	01230005
P07990	11601000	AIR CONDITIONING SWITCH SWITCH OPEN. INOPERATIVE	71	CHRYSLER	NEW YORKER	82000	01230005
P04089	08530000	PLUG WIRE SPARK PLUG WIRES WORN OUT.	75	CHRYSLER	NEW YORKER	75000	01230005
P08014	01510000	PITMAN ARM EXCESSIVE WEAR CAUSING VEHICLE INSTABILITY.	72	CHRYSLER	NEW YORKER S/W	95000	01230005
P07889	01530000	IDLER ARM BALL JOINT AT DRAG LINK END SEIZED.	73	CHRYSLER	NEWPORT	66731	11204002
P03088	08530000	DISTRIBUTOR CAP CRACK IN DISTRIBUTOR CAP TOWER CAUSING SHORT CIRCUIT.	70	CHRYSLER	NEWPORT	101000	01230005
P04023	02152000	LOWER BALL JOINT EXCESSIVE WEAR CAUSING HARD STEERING.	71	CHRYSLER	SEDAN	62003	17754007

P07933	06213000	ACCELERATOR PUMP VEHICLE HESITATES, STALLS, MILEAGE IS POOR.	72	CHRYSLER	TOWN AND COUNT	UNKNOWN	01230005
P07478	08440000	BALLAST RESISTOR ELECTRICAL SHORT	76	CHRYSLER	UNKNOWN	UNKNOWN	90027113
P07478	08440000	BALLAST RESISTOR ELECTRICAL SHORT	76	CHRYSLER	UNKNOWN	UNKNOWN	90027113
P07537	08550000	BALLAST RESISTOR ELECTRICAL SHORT - VEHICLE STALLING (COMMON OCCURENCE IN CHRYSLERS)	77	CHRYSLER	UNKNOWN	15000	F30316139
P07556	11605000	A/C BLOWER FUSE MELTED TERMINAL	77	DATSUN	200SX	14732	33316118
P07475	03230000	BRAKE MASTER CYLINDER POSSIBLE WRONG FLUID	76	DATSUN	280 Z	58980	A5268105
P07749	03272000	FRONT DISC PADS FRICTION MATERIAL SEPARATED FROM BACKING PLATE	76	DATSUN	280 Z	19051	33315126
P07708	05230000	WATER PUMP WATER PUMP SHAFT BROKE.	76	DATSUN	280 Z	61589	19805002
P07709	05240000	FAN BLADE FAN BLADES BROKEN. WATER PUMP SHAFT BROKEN, FAN WENT INTO RADIATOR.	76	DATSUN	280 Z	61589	19805002
P07923	06136000	ELECTRIC FUEL PUMP FUEL PUMP INOPERATIVE.	77	DATSUN	280 Z	41591	90027012
P09030	03242000	FRONT BRAKE HOSES CRACKS AND CUTS IN FRONT BRAKE HOSES.	77	DATSUN	610	51000	63130132
P09093	03233000	MASTER CYLINDER INTERNAL SEAL LEAK.	74	DATSUN	710	73466	90027012
P07966	03272000	FRONT BRAKE PADS UNEVEN WEAR ON FRONT BRAKE PADS.	77	DATSUN	810	38359	03060006
P07467	05240000	FAN BLADE SPLIT OPEN	75	DATSUN	B 210	47110	19401061
P07615	03230000	MASTER CYLINDER FLUID LEAK LOSS OF PEDAL	77	DATSUN	B 210	51093	90027012
P07968	03272000	FRONT BRAKE PADS BRAKE PADS GLAZED, CAUSING EXCESSIVE NOISE ON APPLICATION.	77	DATSUN	B-210	45710	03060006

P07500	03230000	MASTER CYLINDER INTERNAL LEAK - PEDAL SINKS	74	DATSUN	PICKUP	60091	90027012
P07379	03265000	REAR BRAKE ADJUSTER BRAKE ADJUSTER FROZEN	71	DATSUN	UNKNOWN	UNKNOWN	60201006
P07525	03264000	DRUM STUDS PULLED THROUGH DRUM (A REPLACEMENT)	64	DODGE	1/2 TON PICKUP	165644	90027012
P07412	02140000	CONTROL ARM BALL JOINT PULLED LOOSE FROM CONTROL ARM	77	DODGE	ASPEN	45000	55423002
P07435	03271000	BRAKE CALIPER PISTON FROZE IN CALIPER	71	DODGE	ASPEN	05642	60616012
P07450	03270000	BRAKE BACKING PLATE METAL TOO LIGHT TO WITHSTAND STRESS	78	DODGE	ASPEN	UNKNOWN	07450150
P07450	03270000	BRAKE BACKING PLATE METAL TOO LIGHT	78	DODGE	ASPEN	UNKNOWN	07450150
P07485	01560000	PIVOT BAR PLATE PIVOT BAR SUPPORT PLATE BROKEN	77	DODGE	ASPEN	UNKNOWN	07450150
P07608	03242000	LEFT FRONT BRAKE HOSE RUBBER HOSE CRACKED NEAR JUNCTION BLOCK	77	DODGE	ASPEN	45000	61108004
P07608	03242000	RIGHT FRONT BRAKE HOSE RUBBER HOSE CRACKED NEAR JUNCTION BLOCK	77	DODGE	ASPEN	45000	61108004
P07610	03271000	LEFT FRONT BRAKE PISTON PISTON STUCK IN CALIPER BORE	77	DODGE	ASPEN	45000	61108004
P07610	03271000	RIGHT FRONT BRAKE PISTON PISTON STUCK IN CALIPER BORE	77	DODGE	ASPEN	45000	61108004
P07662	03271000	CALIPER IN PISTON. FROZEN	77	DODGE	ASPEN	UNKNOWN	02888001
P07683	11110000	HEATER CORE PINHOLE LEAKS IN HEATER CORE. VEHICLE OVERHEATS.	79	DODGE	ASPEN	22587	F17604203
P07709	11110000	HEATER CORE PINHOLE LEAKS IN HEATER CORE. VEHICLE OVERHEATS	79	DODGE	ASPEN	24371	F17604203
P07703	03271000	CALIPER PISTON PISTON STICKS IN CALIPER BORE.	78	DODGE	ASPEN	17524	33316118
P07704	07300000	TRANSMISSION PUMP FRONT PUMP OF TRANSMISSION MALFUNCTIONING.	79	DODGE	ASPEN	16000	33316118

P07705	03271000	FRONT DISC BRAKES PISTON STICKS IN CALIPER BORE	79	DODGE	ASPEN	17000	33316118
P07751	03242000	L.F.BRAKE HOSE 2 CUTS IN HOSE DUE TO WEAR.	76	DODGE	ASPEN	45415	63130132
P07753	03242000	R.F. BRAKE HOSE HOSE TOO SHORT, CUT IN 2 PLACES.	76	DODGE	ASPEN	45415	63130132
P08077	01530000	DISC BRAKE ROTOR CRACK IN HUB CAUSED WHEEL BEARING FAILURE.	78	DODGE	ASPEN	23000	00000000
P08078	01530000	IDLER ARM EXCESSIVE PLAY AT BUSHING END OF IDLER ARM.	76	DODGE	ASPEN	16920	98106082
P07783	07450000	DIFFERENTIAL,RING,AND PINION TOOTH ON RING GEAR BROKEN.	78	DODGE	ASPEN	23430	00000000
P07870	09004000	FRONT PARKING LIGHT LENS CAME UNGLUED,FELL OFF PLASTIC REFLECTOR.	77	DODGE	ASPEN	66173	23513001
P07820	03271000	CALIPER PISTON PISTON SEIZED IN CALIPER BORE DUE TO CORROSION.	79	DODGE	ASPEN	16590	33316118
P07854	03242000	FRONT BRAKE HOSES FRONT BRAKE HOSES CRACKED, LEAKING.	77	DODGE	ASPEN	UNKNOWN	07450150
P07855	03271000	DUST BOOTS DUST BOOTS IMPROPERLY INSTALLED.	77	DODGE	ASPEN	UNKNOWN	07450150
P07859	03271000	CALIPER PISTONS PISTON STICKS IN CALIPER DUE TO RUST IN CALIPER PISTON BORE.	77	DODGE	ASPEN	16559	98270095
P07957	02141000	UPPER CONTROL ARM NO UPPER CONTROL ARM INNER SUPPORT BRACKET.	76	DODGE	ASPEN	UNKNOWN	07450150
P07971	03271000	CALIPER PISTON PISTON STICKS IN CALIPER BORE.	77	DODGE	ASPEN	UNKNOWN	20014038
P07979	03271000	BRAKE CALIPER PISTON STICKS IN CALIPER BORE.	72	DODGE	ASPEN	UNKNOWN	20910041
P07977	08240000	STARTER BALLAST RESISTOR BALLAST RESISTOR OPEN, VEHICLE WILL NOT START.	78	DODGE	ASPEN S/W	UNKNOWN	21770040
P07555	04150000	BRAKE CABLE BRAKE CABLE RUSTED, ROUTED TO CLOSE TO MUFFLER	79	DODGE	ASPEN SW	13097	33316118

P08095	03271000	DISC-CALIPER PISTON PISTON SEIZED IN CALIPER BORE.	76	DODGE	B-100 VAN	84990	32741167
P07771	01211000	THRUST BEARINGS(GEARBOX) THRUST BEARINGS WORN EXCESSIVELY CAUSING BINDING IN STEERING COLUMN.	75	DODGE	B-200	62349	23513001
P07888	01520000	DRAG LINK EXCESSIVE WEAR, REPLACED TWICE IN 46000 MILES.	79	DODGE	B-300 VAN	46000	92632037
P07588	02170000	WHEEL BEARING, OUTER BEARING CUP, RACE, AND ROLLERS BRINNELLED. COULD BE CAUSED BY LACK OF LUBRICATI	77	DODGE	CHARGER	17389	19560055
P07511	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION - NO REAR SIGNAL OR BRAKES	70	DODGE	CORONET	55056	99206096
P07638	08530000	DISTRIBUTOR CAP VEHICLE HARD TO START MISFIRES	72	DODGE	CORONET	114000	01230005
P07639	08530000	IGNITION WIRES VEHICLE HARD TO START MISFIRES	72	DODGE	CORONET	114000	01230005
P07640	03233000	MASTER CYLINDER PISTON CORROSION CAUSING BRAKE FLUID LEAK	72	DODGE	CORONET	114000	01230005
P07661	02160000	SPINDLE UNKNOWN	76	DODGE	CORONET	42714	02888001
P08086	09110000	SIGNAL SWITCH SHORT CIRCUIT IN STEERING COLUMN CAUSE SIGNAL SWITCH TO BURN.	76	DODGE	CORONET	80000	01230005
P07538	06132000	FUEL LINE FUEL LINE CORRODED - LEAKING	74	DODGE	CUSTOM TRUCK	69000	13901005
P07470	06500000	EGR VALVE BROKEN EGR - WILL NOT IDLE	74	DODGE	DART	41551	90027012
P07527	06500000	EGR VALVE REPLACEMENT VALVE LEAKS AS ORIGINAL DID (LESS THAN 3000 MILES ON NEW ONE)	74	DODGE	DART	43468	90027012
P07536	03242000	BRAKE HOSE LEFT FRONT HOSE CRACKED	74	DODGE	DART	32010	63130132
P07536	03242000	BRAKE HOSE RIGHT FRONT HOSE CRACKED	74	DODGE	DART	32010	63130132
P07543	08500000	DIST CAP CAP CRACKED CAUSING MISFIRE	69	DODGE	DART	43005	17754007
P07580	06223000	FLOAT FLOAT SATURATED WITH FUEL. SANK CAUSING FLOODING,STALLING,HARD STARTING	74	DODGE	DART	66562	98270095

P08056	03242000	F.R.HYDRAULIC BRAKE HOSE RUBBER CRACKED NO EVIDENCE OF LEAKS.	73	DODGE	DART	22426	03060006
P08057	03242000	F.R.HYDRAULIC BRAKE HOSE RUBBER CRACKED. NO EVIDENCE OF LEAKS	73	DODGE	DART	22426	03060006
P07869	06230000	FLOAT PHENOLIC FLOAT SATURATED WITH FUEL.	74	DODGE	DART	50650	23513001
P07812	08540000	ELECTRONIC MODULE WEAK SPARK CAUSING PLUG FOULING ,AND STALLING.	74	DODGE	DART	74402	23513001
P07813	08540000	ELECTRONIC MODULE VEHICLE STALLS WILL NOT RESTART.	74	DODGE	DART	42355	23513001
P07858	08540000	ELECTRONIC CONTROL UNIT INTERNAL MALFUNCTION, VEHICLE STALLS WHEN HOT.	73	DODGE	DART	79659	98270095
P07871	03243000	BRAKE HOSE HOSE CRACKED IN TWO PLACES NEAR END FITTINGS-LEAKING FLUID.	77	DODGE	DART	62160	07621154
P07911	03271000	CALIPER PISTON PISTON CORRODED, STUCK ON CALIIPER BORE	73	DODGE	DART	41005	02140002
P07915	03271000	CALIPER PISTON STICKS IN CALIPER BORE; BRAKES DRAG	74	DODGE	DART	60176	11204002
P07935	03271000	CALIPER PISTON STICKS IN CALIPER BORE.	72	DODGE	DART	84952	11204002
P08015	03242000	BRAKE HOSE OUTER HOSE CRACKED NEAR SUPPORT BRACKET.	75	DODGE	DART	46925	11204002
P08029	13130000	TIRE BRACKET SPARE TIRE HOLD DOWN BOLT RUSTED BADLY SO AS TO PROHIBIT REMOVAL OF TIRE.	73	DODGE	DART	36000	63130132
P08030	03271000	CALIPER PISTON SEIZED IN CALIPER BORE.	75	DODGE	DART	46925	11204002
P08034	03242000	BRAKE HOSE FLEXIBLE HOSE CRACKED NEAR CENTER SUPPORT BRACKET.	73	DODGE	DART	48407	11204002
P08098	03253000	MASTER CYLINDER INTERNAL LEAK PEDAL SINKS TO FLOOR.	74	DODGE	DART	78354	00000000
P07549	03272000	BRAKE PADS BRAKE PADS WERE TOO SMALL	77	DODGE	DIPLOMAT	44000	13901005

P07721	08550000	LEAN HORN MODULE INTERNAL MALFUNCTION CAUSING INTERMITTENT OPERATION.	78	DODGE	DIPLOMAT	19000	17109006
P07996	03263000	RIGHT LEFT BRAKE SHOES REAR BRAKES WORN OUT PREMATURELY.	79	DODGE	DIPLOMAT	15125	07450150
P07664	01530000	IDLER ARM IDLER ARM	78	DODGE	MONACO	16279	76103004
P07780	08240000	STARTER DRIVE ONE WAY CLUTCH WORN, DRIVE SLIPS.	74	DODGE	MONACO	54000	01230005
P07792	03273000	FRONT BRAKE ROTOR FRONT BRAKE ROTOR WORN EXCESSIVELY.	78	DODGE	OMNI	34610	50021001
P07367	11102000	HEATER BLOWER SWITCH SHORT WITHIN SWITCH	72	DODGE	PICKUP	UNKNOWN	99206096
P07657	05270000	WATER PUMP BROKE PULLEY HUB CAUSING NOISE.	78	DODGE	PICKUP	31000	33309117
P07660	05140000	FLEX PLATE ENDS BROKEN.	78	DODGE	PICKUP	19958	02888001
P07806	06232000	INTAKE MANIFOLD MANIFOLD CRACKED UNDER CARBURETOR, NEAR EGR PORT. CONSTANT ROUGH RUNNING	79	DODGE	PICKUP	18000	23230130
P07992	09101000	HEADLIGHT DIMMER SWITCH HEADLIGHT SWITCH OPEN. NO LIGHTS AT ALL.	75	DODGE	PICKUP	51000	01230005
P08022	01560000	TIE ROD ENDS EXCESSIVE TIE ROD END WEAR CAUSING SHIMMY.	73	DODGE	PICKUP	51538	17754007
P09039	11102000	A/C HEATER BLOWER SWITCH ELECTRICAL SHORT BURNED OUT SWITCH.	78	DODGE	PICKUP	43445	F32304115
P07390	06210000	CARBURETOR INTERNAL MALFUNCTION	74	DODGE	POLARA	35000	01230005
P07718	06212000	INTAKE MANIFOLD EGR FLOOR JETS BURNED OUT.	74	DODGE	SEDAN	41266	17754007
P07731	06223000	THROTTLE SHAFT THROTTLE SHAFT BROKEN.	77	DODGE	TRADESMAN 100	56515	90027012
P07571	03224000	POWER DISC BRAKE BOOSTER BRAKE PEDAL SINKS AND BRAKES DRAG WHEN ENGINE IS STARTED	77	DODGE	TRADESMAN VAN	52144	90027012
P07677	03230000	MASTER CYLINDER PRIMARY CUP SINKING TO THE FLOOR.	78	DODGE	TRADESMAN VAN	UNKNOWN	90027012

P07692	06146000	FUEL PUMP PUMP LEAKS GASOLINE FROM SEAL.	78	DODGE	TRUCK	30000	01230005
P07762	08530000	DISTRIBUTOR CAP HARD TO START,POOR MILEAGE,MISSING.	78	DODGE	TRUCK	UNKNOWN	01230005
P05080	01560000	TIE ROD END EXCESSIVE WEAR CAUSING SHIMMY,LOUSE STEERING	75	DODGE	TRUCK	33000	01230005
P04013	07411000	UNIVERSAL JOINT EXCESSIVE WEAR CAUSING DRIVELINE VIBRATIONS.	79	DODGE	TRUCK 150	29000	01230005
P07764	08530000	DISTRIBUTOR WIRES HARD TO START, POOR MILEAGE.	78	DODGE	TRUCK D-200	UNKNOWN	01230005
P03087	05240000	FAN BLADE FLEXIBLE FAN BLADE BROKEN.	75	DODGE	TRUCK D-200	50000	01230005
P07548	06131000	FUEL LINE GAS LINE RUSTED IN AREA ALONG SILL PLATE UNDER INTERIOR CARPET	78	DODGE	TRUCK-CLUB CAB	69000	13901005
P07629	05150000	OIL SENDING UNIT OIL LEAKING FROM SENDING UNIT CAUSE UNKNOWN	73	DODGE	UNKNOWN	60414	17754007
P07760	08530000	BALLAST RESISTOR BALLAST RESISTOR OPEN, AND VEHICLE WILL NOT START.	78	DODGE	UNKNOWN	UNKNOWN	01230005
P04019	08530000	DISTRIBUTOR CAP CARBON TRACKING IN CAP CAUSING POOR ENGINE PERFORMANCE.	78	DODGE	UNKNOWN	56835	17754007
P07389	03271000	BRAKE CALIPER PISTON PISTON FROZE IN CALIPER	77	DODGE	VAN	33000	02888001
P07573	02152000	BALL JOINT BALL JOINT SEPARATED	77	DODGE	VAN	66000	79605001
P07650	01530000	IDLER ARM EXCESSIVE PLAY IN STEERING. TIRE WEAR.	78	DODGE	VAN	14000	33309117
P07655	03930700	BRAKE PADS EXCESSIVE WEAR DUE TO MALFUNCTION, OF FRONT CALIPERS	78	DODGE	VAN	14000	33309117
P07656	03271000	CALIPER BAD PISTON WHEELS CAUSING EXCESS PAD WEAR.	78	DODGE	VAN	14000	33309117
P07675	06213000	CARB THROTTLE SHAFT THROTTLE VALVE SHAFT BROKEN.	75	DODGE	VAN-TRADESMAN	55790	90027012

P07717	01520000	DRAG LINK EXCESSIVE WEAR, APPARENTLY FROM DIRT OR SAND CONTAMINATION OF BALL JOINT.	79	DODGE	W-150 POWER WA	8000	05244012
P07305	01200000	STEERING GEAR BOX STEERING GEAR BOX CAME LOOSE	79	DODGE POWER WA	150	6377	85268105
P98052	02730000	TIRES PLY SEPARATION CAUSES TIRE TO ASSUME EGG SHAPE.	UK	DUNLOP	ELITE	UNKNOWN	33316118
P97458	13100000	UNDERCARRIAGE EXCESSIVE CORROSION	74	FIAT	124 SPIDER	47000	00000000
P07635	02150000	LOWER CONTROL ARM BALL JOINT LOOSE	75	FIAT	128	26825	67501001
P07851	07120000	CLUTCH CABLE END BROKEN.	76	FIAT	128 A	UNKNOWN	18018143
P87441	03261000	BRAKE CYLINDERS BOTH REAR WHEEL CYLINDERS LEAKED	76	FIAT	131	19361	63130132
P07489	03261000	WHEEL CYLINDER LEAKING BRAKE FLUID	76	FIAT	131 S	1623	63130132
P07752	03230000	MASTER CYLINDER EXTERNAL FLUID LEAK, LOSS OF BRAKES.	76	FIAT	131 S	21000	63130132
P07383	03271000	BRAKE CALIPER PISTON STICKS, LOCKED UP BRAKES	76	FIAT	UNKNOWN	UNKNOWN	60201006
P07603	02152000	L.F. LOWER BALL JOINT EXCESSIVE PLAY/LOOSENESS	76	FIAT	UNKNOWN	30000	06856001
P07603	02152000	R.F. LOWER BALL JOINT EXCESSIVE PLAY/LOOSENESS	76	FIAT	UNKNOWN	30000	06856001
P07873	05151000	TIMING BELT TIMING BELT BROKE SUDDENLY CAUSING ENGINE VALVES TO BEND AND ENGINE TO QUIT.	75	FIAT	X1/9	38713	33316118
P97425	05150060	PISTON ROD PISTON ROD BROKEN	UN	FORD	330 TRUCK	UNKNOWN	F30316139
P08007	03245000	COMBINATION VALVE MALFUNCTION CAUSED BRAKE GRAB.	79	FORD	BRONCO	29000	84057045
P07787	08540000	FORD ENGINE STALLS ON HIGHWAY.	77	FORD	CAMPER	45,420	33316118
P07342	01100000	STEERING WHEEL CRACKED	76	FORD	CLUB WAGON VAN	28000	19409113

P07359	09106000	BRAKE LIGHT SWITCH INTERNAL MALFUNCTION	68	FORD	COUNTRY SEDAN	11693	99206096
P09012	07450000	DIFFERENTIAL CURRIER LEFT SIDE BEARING CAP BROKE OFF, FELL INTO DIFFERENTIAL CASE.	79	FORD	COURIER	21000	98155032
P07710	01220000	POWER STEERING GEAR BOX GEARBOX CRACKED CAUSING FLUID LOSS.	77	FORD	E-150 ECONOLIN	70000	063130132
P07439	08500000	AMPLIFIER MODULE INTERNAL MALFUNCTION	77	FORD	E-150 VAN	34000	00000000
P07595	01210000	STEERING GEAR BOX EXCESSIVE WORM SHAFT BEARING PLAY	74	FORD	E-200 VAN	68991	19380005
P07702	13110000	FRAME FRAME RUSTED NEAR STEERING GEARBOX CAUSING LOOSE STEERING.	70	FORD	E-200 VAN	59280	F55419121
P07434	03202000	BRAKE HOSE HOSE WORN THROUGH	77	FORD	E-250 VAN	UNKNOWN	F55419121
P07701	02615000	LUG NUTS & STUDS 6 OF 8 LUG NUTS BROKEN. PROBALY OVER- TORQUED.	79	FORD	E-350 VAN	8964	F30316140
P07861	01220000	STEERING GEARBOX BOLTS BOLTS HOLDING POWER STEERING GEARBOX TO FRAME BROKE CAUSING LOOSE STEERING.	78	FORD	E-350 VAN	68600	F19406213
P07355	01213000	PITMAN SHAFT SHAFT BROKEN	76	FORD	E100	42000	55423002
P07510	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	75	FORD	ELITE	54354	99206096
P07916	08540000	ELECTRONIC CONTROL UNIT INTERNAL MALFUNCTION. VEHICLE STALLED, COULD NOT BE RESTARTED.	75	FORD	F 250	42431	98270095
P07492	02160000	FRONT SPINDLE OFFSET WHEELS & OVERSIZE TIRES PLACED TOO MUCH STRAIN ON SPINDLE	75	FORD	F-100	69549	95207019
P07493	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION - ENGINE WON'T RUN	75	FORD	F-100	44751	97405004
P07679	06222100	CARB CHOKE GASKET. ENGINE RUNS ROUGH. BROKEN CHOKE COVER GASKET CAUSED AIR LEAK THRU CHOKE HOUSING	78	FORD	F-100	19066	23513001
P07815	01200000	STEERING GEARBOX STEERING GEARBOX MOUNTING BOLTS BROKEN.STEERING GEARBOX LOOSE.	74	FORD	F-100	UNKNOWN	07450150

P07893	02340000	COIL SPRING SPRING BROKEN IN SEVERAL LOCATIONS.	77	FORD	F-100	61200	00000000
P07581	06223000	CARBURETOR BASE PLATE COMBINATION HEAT AND CORROSIVE EXHAUST GASES FROM EGR CAUSED CASTING TO ERRODE	77	FORD	F-150	66451	19335003
P07830	06213000	BASE PLATE CARBURETOR HEAT AND CORROSIVE EXHAUST GASES BURNED HOLE IN CARBURETOR BASE PLATE.	75	FORD	F-150	54165	17754007
P07860	03263000	BRAKE SHOE BRAKE LINING LOOSE ON SHOE.	78	FORD	F-150	26262	12208084
P99035	01120000	STEERING COLUMN APPEARS AS IF STEERING COLUMN WAS IMPROPERLY INSTALLED AND ADJUSTED DURING MANUF	78	FORD	F-150	16200	60609104
P07386	03270000	BRAKE METER VALVE VALVE CAME APART	70	FORD	F-250	104232	84107017
P07433	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	71	FORD	F-250	30355	99206096
P07483	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION - TRUCK QUIT AFTER DRIVING	78	FORD	F-250	21318	33316118
P07483	08540000	AMP.MODULE PICKUP INTERNAL MALFUNCTION - TRUCK QUIT AFTER DRIVING	78	FORD	F-250	21318	33316118
P07509	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION - NO BRAKES OR REAR SIGNALS	67	FORD	F-250	99935	99206096
P07832	08530000	DISTRIBUTOR CAP DISTRIBUTOR CAP BURNED. HARD TO START,POOR IDLE,POOR PERFORMANCE.	69	FORD	F-250	50484	17754007
P07514	05150069	PISTON ROD CONNECTING ROD BROKE	77	FORD	F-600	UNKNOWN	F30316139
P07517	05150000	PISTON ROD BEARING THAT FITS AROUND CRANKSHAFT WAS MANGLED	77	FORD	F-600	UNKNOWN	F30316139
P88084	08530001	DISTRIBUTOR DISTRIBUTOR DRIVE GEAR PIN BROKE CAUSING VEHICLE TO STALL ON INTERSTATE.	80	FORD	F-600	26230	F39194024
P07448	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION	78	FORD	FAIRMONT	20440	95336001
P07507	03272000	BRAKE PADS DEFECTIVE CASTING OF CALIPERS OR IMPROPER INSTALLATION OF PADS(ONE ROTOR RUINED)	78	FORD	FAIRMONT	23595	22030214
P07507	03272000	BRAKE PADS DEFECTIVE CASTING OF CALIPERS OR IMPROPER INSTALLATION OF PADS(ONE ROTOR RUINED)	78	FORD	FAIRMONT	23595	22030214

P87560	07200000	TRANSMISSION AUTOMATIC TRANSMISSION FAILED	78	FORD	FAIRMONT	21604	3331611B
P07721	03272000	BRAKE CALIPER CAUSE UNKNOWN, APPARENTLY STICKING CALIPER.	78	FORD	FAIRMONT	22000	22204227
P87772	02100000	LEFT.FRONT SUSPENSION SHOP REPORTS INABILITY TO PROPERLY ADJUST CAMBER ON SEVERAL VEHICLES.	78	FORD	FAIRMONT	UNKNOWN	07450150
P07801	03273000	ROTOR BRAKE BRAKE ROTOR WORN EXCESSIVELY AS IF CALIPER BECAME STUCK.	78	FORD	FAIRMONT	24500	40503002
P07856	03273000	BRAKE ROTOR ROTOR WORN BEYOND SERVICABLE LIMIT DUE TO CALIPER STICKING.	78	FORD	FAIRMONT	35372	40503002
P87913	02111000	STRUT UNABLE TO PROPERLY ADJUST CAMBER ON LEFT SIDE OF VEHICLE	79	FORD	FAIRMONT	19200	07450150
P87920	03272000	BRAKE PAD RIGHT FRONT OUTBOARD BRAKE PAD WORN OUT.	78	FORD	FAIRMONT	22000	12601016
P97919	03272000	DISC BRAKE PADS STICKING CALIPER CAUSED RAPID AND PREMATURE WEAR TO DISC BRAKE PADS AND ROTOR.	78	FORD	FAIRMONT	21000	55408005
P08060	03272000	BRAKE CALIPER MALFUNCTIONING OUTBOARD PAD COMPLETELY WORN OUT.	78	FORD	FAIRMONT 4DR	22000	22204227
P07720	03273000	BRAKE DISC (PASSENGERS SIDE) OUTBOARD PAD WEARS OUT, CAUSING EXCESS WEAR ON ROTOR.	78	FORD	FAIRMONT 4DR.	22000	22204227
P08061	03273000	BRAKE DISC(DRIVERS SIDE) OUTBOARD PAD WEARS OUT, CAUSING EXCESS WEAR ON ROTOR.	78	FORD	FAIRMONT 4DR.	22000	22204227
P08069	03273000	ROTOR ROTOR WORN DUE TO CALIPER STICKING.	78	FORD	FAIRMONT SW	28946	63010019
P08070	03272000	BRAKE PADS BRAKE PADS WORN DUE TO CALIPER STICKING.	78	FORD	FAIRMONT SW	28946	63010019
P07963	06213000	CARBURETOR FLOAT FLOAT SATURATED WITH FUEL,SANK CAUSED POOR IDLE.	67	FORD	FALCON S/W	14442	98270095
P07995	02440000	REAR SWAY BAR BAR SNAPPED OFF CAUSING WEAR OF CAR TO SWAY CONSIDERABLY	78	FORD	FIESTA	29134	01606062
P07858	03273000	BRAKE ROTOR BRAKE ROTOR WORN EXCESSIVELY. CAUSE UNKNOWN.	78	FORD	FIESTA	16602	19409113

P07002	05230000	WATER PUMP PREMATURE WATER PUMP FAILURE.	76	FORD	FIESTA	37000	22204227
P07032	05230000	WATER PUMP 4TH WATER PUMP IN 37000 MILES.	76	FORD	FIESTA 2DR	37000	22204227
P07910	03272000	BRAKE PADS BRAKE PADS WORN EXCESSIVELY DUE TO IMPROPER PRIOR REPAIR.	74	FORD	GALAXIE	38319	02140002
P07985	05130000	IDLER ARM IDLER ARM BRACKET PULLED AWAY FROM FRAME.	72	FORD	GALAXIE 2DR	37000	00000000
P07742	01530000	IDLER ARM BINDING AT BRACKET END. HARD STEERING.	72	FORD	GALAXIE 500	62348	14607007
P07863	03242000	BRAKE HOSE FRONT BRAKE HOSES CRACKED,LEAKING.	68	FORD	GALAXIE 500	UNKNOWN	11204002
P07944	09110000	SIGNAL SWITCH CAUSE UNKNOWN, SIGNAL SWITCH INOPERATIVE.	72	FORD	GALAXIE 500	100885	99206096
P07368	09106000	BRAKE LIGHT SWITCH INTERNAL MALFUNCTION	76	FORD	GRANADA	UNKNOWN	99206096
P07397	10313000	TRANSMISSION WIPER MOUNT BROKEN	76	FORD	GRANADA	36553	87110023
P07447	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION	78	FORD	GRANADA	19520	95336001
P07449	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION	78	FORD	GRANADA	13237	95336001
P07658	08540000	MODULE STALLS AND CUTS OFF.	78	FORD	GRANADA	48401	F30316139
P07674	03245000	METERING(BRAKE) VALVE. UNKNOWN CAUSE-BRAKES FADE.	78	FORD	GRANADA	14564	55802006
P08018	06212100	CHOKE SPRING AUTOMATIC CHOKE SPRING BROKEN CAUSING INOPERATIVE CHOKE.	77	FORD	GRANADA	26351	04104003
P08026	06530000	EGR PLATE EGR PLATE BURNT CAUSING CONSTANT EGR, POOR IDLE.	75	FORD	GRANADA	57152	33316118
P07845	07320000	AUTOMATIC TRANSMISSION LINKAGE TRANSMISSION JUMPS FROM PARK TO REVERSE.	73	FORD	GRAND TORINO	UNKNOWN	11204002
P07663	05150060	PISTON SKIRT KNOCKING NOISE. PISTON SKIRT COLLASPED	76	FORD	LINCOLN CONTIN	18000	23230130

P07338	05110000	ENGINE MOUNTS ENGINE MOUNTS BROKEN	70	FORD	LTD	46200	14607007
P87417	08500000	ELECT.IGNITION MODULE ELECTRONIC IGNITION MODULE FAILURE	76	FORD	LTD	16068	76901023
P07429	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	69	FORD	LTD	86504	99206096
P87570	05210000	RADIATOR RADIATOR FAILED	77	FORD	LTD	UNKNOWN	44012110
P87611	08540000	MODULE CAR STALLS IN TRAFFIC	77	FORD	LTD	34479	44012110
P07613	01530000	IDLER ARM IDLER ARM TORE AWAY FROM FRAME	70	FORD	LTD	68836	44012114
P07699	06233000	EGR SPACER PLATE EGR SPACER PLATE ERRODED DUE TO CORROSIVE AND HOT EXHAUST GASES.	73	FORD	LTD	29688	63130132
P07714	03230000	MASTER CYLINDER PRIMARY CUP FAILURE. LOSS OF PEDAL.	77	FORD	LTD	37185	23513001
P07735	01530000	IDLER ARM EXCESSIVE WEAR.	72	FORD	LTD	56625	14607007
P07740	03242000	REAR BRAKE HOSE HOSE APPEARS TOO SHORT. SPLITS WHEN SUBJECT TO UNLOADED TRAVEL SUSPENSION.	72	FORD	LTD	66524	14607007
P07701	09110000	SIGNAL SWITCH SIGNAL SWITCH NOT WORKING.	72	FORD	LTD	44565	99206096
P08073	05240000	FAN FAN BLADE BROKEN.	76	FORD	LTD	39110	60609104
P07778	05150000	PRESSURE SENDING UNIT OIL LEAKING FROM SENDER UNIT.	76	FORD	LTD	50000	01230005
P07884	13460000	WINDOW REGULATOR REGULATOR PREMATURELY WORN OUT.	79	FORD	LTD	29051	04104003
P07892	01530000	IDLER ARM IDLER ARM BUSHING SEIZED TO SHAFT. HARD STEERING NOISY.	72	FORD	LTD	92452	14607007
P87844	08530002	COIL HIGH TENSION VOLTAGE LEAK RESULTED IN WEAK SPARK.	79	FORD	LTD	10000	33009139

P09021	09110000	SIGNAL SWITCH OPEN CIRCUIT IN SWITCH OR LEAD IN WIRE.	72	FORD	LTD	85861	99206096
P07519	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION W/ HEAT BUILDUP - SEEN MANY OF THESE IN PAST 2 YEARS	78	FORD	LTD 2	UNKNOWN	F30316139
P07905	07450000	DIFFERENTIAL CARRIER DIFFERENTIAL CARRIER CASE FAILURE.	78	FORD	LTD II	25372	07450150
P04018	01330000	POWER STEERING HOSE HOSE PUNCTURED, LEAKS ON MANIFOLD.	72	FORD	LTD SDN	56741	17754007
P07424	09110000	T/S SWITCH INTERNAL MALFUNCTION LEFT T/S BRAKE LIGHT DOESNT WORK	71	FORD	LTD SW	41947	99206096
P07645	05140000	FLYWHEEL RING GEAR SEPARATED FROM FLYWHEEL	79	FORD	LTD SW	33364	92103122
P07853	08550000	SENSOR RETARD RELAY SPARK RETARD RELAY BURNED OUT DUE TO OVERHEATING.	75	FORD	LTD SW	49948	17754007
P07574	08540000	IGNITION MODULE INTERNAL MALFUNCTION	74	FORD	MAVERICK	56604	33316118
P07371	09110000	TURN SIGNAL SWITCH INTERNAL SHORT	71	FORD	MAVERICK	UNKNOWN	99206096
P07488	06500000	EGR PLATE CLOGGED UP & HAS CRACK ON TOP OF HOUSING	74	FORD	MAVERICK	29692	63130132
P07554	07463000	AXLE BEARING/SEAL RIGHT REAR AXLE BEARING SEAL LEAKS	77	FORD	MAVERICK	31251	33316118
P07557	03230000	MASTER CYLINDER REAR PORTION OF MASTER CYLINDER LEAKS	77	FORD	MAVERICK	31251	33316118
P07558	11101000	DEFROSTER SWITCH SWITCH STICKS	77	FORD	MAVERICK	51251	33316118
P07569	03230000	MASTER CYLINDER PEDAL GOES HALFWAY TO FLOOR	73	FORD	MAVERICK	UNKNOWN	33316118
P07617	03230000	MASTER CYLINDER INTERNAL LEAK - LOSS OF PEDAL	72	FORD	MAVERICK	40622	90027012
P04072	05240000	FLEX FAN FAN BLADE BROKEN.	74	FORD	MAVERICK	63000	11561164
P07803	05140000	FLEX PLATE TORQUE CONVERTER MOUNTING BOLT WORN EXCESSIVELY.	70	FORD	MAVERICK	46825	90027012

P07949	08530000	BREAKER POINTS RUBBING BLOCK BROKEN OFF MOVABLE ARM.	74	FORD	MAVERICK	41000	63130132
P88005	02740000	RADIAL TUBELESS TIRE TREAD SEPERATION CAUSED DAMAGE TO BODY.	77	FORD	MAVERICK	44000	00000000
P07716	08540000	IGNITION MODULE INTERNAL MALFUNCTION CAUSING INTERMITTENT OPERATION.	77	FORD	MOTOR HOME	40156	33316118
P07524	07462000	AXLE AXLE BROKE - CAR WAS BEING PARKED AT TIME AXLE BROKE	67	FORD	MUSTANG	101428	90027012
P07725	05150030	CAM SHAFT BROKEN IN HALF, CAUSE UNKNOWN.	75	FORD	MUSTANG	59602	53140005
P87849	02120010	L.F. MCPHERSON STRUT UNABLE TO PROPERLY ADJUST CAMBER ANGLE DUE TO INADEQUATE ADJUSTMENT MECHANISM.	79	FORD	MUSTANG	22133	07450150
P07943	09110000	SIGNAL SWITCH SIGNAL SWITCH GETS HOT, OPEN CURCUITS.	72	FORD	MUSTANG	76694	99206096
P87997	05150030	VALVE LIFTER STICK LIFTER ALLEGEDLY CAUSED BY MOTOR OIL.	67	FORD	MUSTANG	UNKNOWN	00000000
P87976	08540000	IGNITION MODULE INTERNAL MALFUNCTION.	79	FORD	MUSTANG 2	UNKNOWN	20750039
P09017	08530001	BREAKER PLATE BREAKER PLATE GROUND WIRE BROKEN.	74	FORD	MUSTANG 2	UNKNOWN	04104003
P07464	05230000	WATER PUMP PUMP SHAFT LOOSE	78	FORD	MUSTANG II	16100	19401061
P07474	05150036	CAMSHAFT GEAR TEETH BROKEN	76	FORD	MUSTANG II	42060	27105003
P07623	03273000	DISC BRAKE ROTOR DISC BRAKE WORN EXCESSIVELY	76	FORD	MUSTANG II	41645	40503002
P08074	05240000	FAN FAN BLADE BROKEN.	77	FORD	MUSTANG II	36084	60609104
P07843	03230000	MASTER CYLINDER INTERNAL LEAK. PEDAL SINKS TO FLOOR.	74	FORD	MUSTANG II	14453	90027012
P87895	05240000	FAN BLADE FLEXIBLE BLADE BROKEN OFF.	79	FORD	MUSTANG II	38275	33009139

P07818	09110000	SIGNAL SWITCH OPEN CIRCUIT IN SWITCH OR LEAD WIRE. NO TURN SIGNALS.	74	FORD	PICKUP	500736	99206096
P08041	08540000	IGNITION MODULE VEHICLE STALLS WHILE TRAVELING ON HIGHWAY.	79	FORD	PICKUP	36340	33316118
P08020	09110000	SIGNAL SWITCH OPEN CIRCUIT IN SWITCH OR LEAD IN WIRE.	UN	FORD	PICKUP	72978.2	99206096
P07422	02400000	REAR AXLE AXLE NOT WELDED TO AXLE HOUSING	76	FORD	PINTO	25943	55407066
P07473	05150030	CAMSHAFT GEAR TEETH BROKEN	77	FORD	PINTO	33202	27105003
P07520	05240000	FAN FAN BLADE BROKE OFF & CRACKED SHROUD	74	FORD	PINTO	UNKNOWN	07621154
P07582	05140000	FLYWHEEL (FLEX PLATE) CENTER (HUB) TURNED OUT	72	FORD	PINTO	48000	19335003
P07642	07411000	UNIVERSAL JOINT EXCESSIVE BEARING WEAR CAUSED DRIVE SHAFT TO FALL OUT OF VEHICLE	UN	FORD	PINTO	71800	01230005
P07642	07411000	UNIVERSAL JOINT EXCESSIVE BEARING WEAR CAUSED DRIVE SHAFT TO FALL OUT OF VEHICLE	UN	FORD	PINTO	71800	01230005
P07687	01400000	RACK&PINION GEAR BOX EXCESSIVE PLAY AT PINION GEAR.	77	FORD	PINTO	30000	23513001
P07688	05150000	EXHAUST MANIFOLD EXHAUST MANIFOLD CRACKS.	77	FORD	PINTO	30000	23513001
P07715	08540000	ELECTRIC IGNITION AMPLIFIER INTERNAL MALFUNCTION. CAUSING HESITATION & STALLING FROM STANDSTILL	77	FORD	PINTO	38225	98270095
P07727	06136000	FUEL PUMP FUEL PUMP LEAKS AT SEAM. VEHICLE WILL NOT START.	71	FORD	PINTO	80550	01230005
P07758	06500000	EGR VALVE PINTLE VALVE BURNED AWAY, CAUSING EXHAUST LEAK.	77	FORD	PINTO	42087	23513001
P07776	02170000	WHEEL BEARING WHEEL BEARING WORN-NOISY.	76	FORD	PINTO	48000	01230005
P07844	05240000	FAN BLADE FAN BLADE BROKE WHILE IN OPERATION.	74	FORD	PINTO	60000	22204227
P07888	09102000	HEAD LIGHT SWITCH INTERNAL SHORT CIRCUIT CAUSING LIGHTS TO GO OUT.	74	FORD	PINTO	60000	01230005

P07993	09101000	DIMMER SWITCH LIGHT OPEN DIMMER SWITCH, NO HEADLIGHTS.	76	FORD	PINTO	48000	01230005
P07567	03230000	MASTER CYLINDER PRIMARY CUP LEAK- LOSS OF FLUID	74	FORD	RANCHERO	UNKNOWN	I2601016
P07423	02400000	REAR AXLE REAR AXLE FAILED-WHEEL & AXLE CAME OFF	73	FORD	SW	UNKNOWN	00000000
P07452	08540000	AMPLIFIER MODULE INTERNAL SHORT	77	FORD	SW	33808	95336001
P07454	08540000	AMPLIFIER MODULE INTERNAL MALFUNCTION	77	FORD	SW	14896	95336001
P07542	06500000	CARB BASE PLATE PLATE BURNT OUT CAUSING MALFUNCTION AT CARBURETOR	73	FORD	SW	51339	I7754007
P07420	08100000	BATTERY BATTERY BLEW UP	77	FORD	THUNDERBIRD	13102	87110023
P07460	08540000	ELEC. IG. AMP. MODULE INTERNAL MALFUNCTION	78	FORD	THUNDERBIRD	30000	85203098
P07385	06400000	THROTTLE SHAFT CAM ACCELERATOR STICKS	77	FORD	THUNDERBIRD	07819	87110023
P07837	02620000	WHEEL ROAD WHEEL STICKS ON AXLE FLANGE.	77	FORD	THUNDERBIRD	41957	40504039
P07904	07450000	DIFFERENTIAL CARRIER LEFT SIDE DIFFERENTIAL CARRIER BEARING CAP CRACKED.	78	FORD	THUNDERBIRD	20890	90027012
P07984	07620000	REAR AXLE GROOVE WORN IN REAR AXLE CAUSING SEAL TO LEAK.	78	FORD	THUNDERBIRD	22610	07450150
P08043	03273000	BRAKE ROTOR ROTOR WORN BELOW SERVICEABLE LIMITS.	78	FORD	THUNDERBIRD	45752	40503002
P07405	01530000	STEERING IDLER ARM STEERING IDLER ARM LOOSE	73	FORD	TORINO	39652	14607007
P07424	05240000	FAN BLADES BROKE OFF	73	FORD	TORINO	63000	90045061
P07494	01160000	STEERING COUPLER PLASTIC COUPLER BROKEN - LOSS OF CONTROL	75	FORD	TORINO	64598	33308038

P07942	03230000	MASTER CYLINDER SECONDARY SEAL FAILED DURING INSTALLATION & BLEEDING.	76	FORD	TORINO	0000	90027012
P07430	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	75	FORD	UN	38434	99206096
P07594	08540000	IGNITION MODULE INTERNAL MALFUNCTION	UN	FORD	UNKNOWN	UNKNOWN	F30316139
P07595	08540000	IGNITION MODULE INTERNAL MALFUNCTION	UN	FORD	UNKNOWN	UNKNOWN	F30316139
P07644	03233000	MASTER CYLINDER PISTON CORROSION CAUSING BRAKE FLUID LEAK	UN	FORD	UNKNOWN	UNKNOWN	01230005
P07659	08540000	MODULE CUTS OFF	77	FORD	UNKNOWN	22000	F30316139
P07462	06500000	EGR PLATE EGR PLATE NOISY	73	FORD	VAN	69754	33316118
P07898	13110000	FRAME RUST CAUSING FRONT SUSPENSION MEMBERS TO PARTIALLY DETACH FROM CHASSIS.	69	FORD	VAN	53000	11204002
P09002	01100000	STEERING INSERT UNABLE TO DETERMINE EXACT CAUSE OF PIECE BREAKAGE.	77	FORD	VAN	53810	02888001
P07689	03230000	MASTER CYLINDER FORD MASTER CYLINDER WITH 1" BORE-CUPS WILL NOT SEAL.	UN	FORD	VARIES	VARIES	00000000
P07643	08520000	NEUTRAL SAFETY SWITCH INTERNAL MALFUNCTION	UN	G.M.	UNKNOWN	UNKNOWN	01230005
P07798	01510000	PITMAN ARM EXCESSIVE PLAY AT DRAG LINK END.	78	GMC	C 500	35094	19020002
P07501	07460000	DRIVING HUB SPLINE STRIPPED - NO POWER TO WHEELS	72	HONDA	600 COUPE	79654	90027012
P07793	06610000	EXHAUST MANIFOLD INNER STEEL LINING OVERHEATED AND COLLAPSED	77	HONDA	ACCORD	61805	33316118
P07471	08232000	SOLENOID SOLENOID STICKS	78	HONDA	CIVIC 1200	17578	33316118
P07472	08232000	SOLENOID CAR DID NOT IDLE	76	HONDA	CIVIC WAGON	31281	33316118
P09008	07220000	SHIFT FORK JUMPS OUT OF 4TH GEAR.	78	INTERNATIONAL	SCHOOL BUS	19097	23273236

P87529	02150000	LOWER CONTROL ARM CONTROL ARM SNAPPED OFF CAR - BOLT WAS RIPPED OUT	73	INTERNATIONAL	TRAVELALL	93913	F30316139
P07372	10311000	WIPER/WASHER SWITCH INTERNAL MALFUNCTION	78	JAGUAR	XJ12L	10400	33316118
P07372	10321000	WASHER/WIPER MOTOR INTERNAL MALFUNCTION	78	JAGUAR	XJ12L	10400	33316118
P07470	01330000	STEERING HOSE HIGH PRESSURE HOSE BECAME DISCONNECTED WHILE VEHICLE WAS TURNING LEFT.	78	JAGUAR	XJ12L SEDAN	13002	33316118
P07A39	01120000	LOWER STEERING COLUMN EXCESSIVE WEAR IN UNIVERSAL JOINT PINION.	79	JAGUAR	XJ6	16341	33316118
P87972	03271000	CALIPER CALIPER BINDING, BRAKES GRAB.	79	JEEP	RENEGADE(CJ-7)	UNKNOWN	20750039
P87973	03271000	BRAKE CALIPER CALIPER BINDING, BRAKES GRAB.	79	JEEP	RENEGADE(CJ-7)	UNKNOWN	20750039
P87974	03271000	BRAKE CALIPER CALIPER BINDING, BRAKES GRAB.	79	JEEP	RENEGADE(CJ-7)	UNKNOWN	20750039
P08085	12421000	FUEL GAUGE FUEL GUAGE INOPERATIVE.	74	JEEP	WAGONEER	55385	01230005
P08090	07470000	REAR TRANSMISSION SEAL TRANSMISSION SEAL WORN. OIL LEAKS.	74	JEEP	WAGONEER	50000	01230005
P07370	09102000	HEADLIGHT SWITCH INTERNAL SHORT-LIGHTS BLINK	74	LINCOLN	CONTINENTAL	88397	99206096
P87903	06213000	CARBURETOR PLUG IN CARBURETOR BODY FELL OUT CAUSING FUEL LEAK.	75	LINCOLN	CONTINENTAL	UNKNOWN	08244012
P08057	05150000	TIMING CHAIN COVER TIMING CHAIN COVER CRACKED.	77	LINCOLN	CONTINENTAL	23146	19409113
P87899	08540000	IGNITION MODULE INTERNAL MALFUNCTION INTERMITTENT IGNITION FAILURE.	79	LINCOLN	CONTINENTAL TO	25000	11204002
P07452	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	69	LINCOLN	COUPE	82038	99206096
P87975	08540000	IGNITION MODULE INTERNAL MALFUNCTION.	79	LINCOLN	MARK 5	30000	20750039

P07813	08540000	IGNITION MODULE CONTROL MODULE SWITCHES IGNITION CIRCUIT ON AND OFF INTERMITTENLY.	78	LINCOLN	MARK V	21000	33316118
P07814	08540000	IGNITION MODULE CONTROL MODULE SWITCHES IGNITION ON AND OFF INTERMITTENTLY.	78	LINCOLN	MARK V	21000	33316118
P07754	01530000	IDLER ARM EXCESSIVE WEAR AT BRACKET END.	71	LINCOLN	MARK III	82500	14607007
P07855	06500000	EGR SPACER BURNT OUT - CAUSED NOISE & GAS FUME LEAKS	75	LINCOLN	MARK IV	48385	95336001
P07512	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	74	LINCOLN	MARK IV	08579	99206096
P08068	08540000	IGNITION MODULE INTERNAL MALFUNCTION.	78	LINCOLN	MARK V	25275	33316118
P09032	01330000	HIGH PRESSURE HOSE CRIMP AT PUMP END FAILS TO HOLD HIGH PRESSURE LEAKS.	77	LINCOLN	VERSAILLES	87700	10970178
P98062	03245000	BRAKE PROPORTIONING VALVE REAR BRAKES LOCKUP WITH NORMAL APPLICATION.	78	MAZDA	GLC	19495	67501001
P87937	03245000	PROPORTIONING VALVE REAR WHEELS LOCK UP WITH NORMAL BRAKE APPLICATION.	77	MAZDA	GLC 2DR.	24777	67501001
P87939	03245000	PROPORTIONING VALVE REAR WHEELS LOCK UP WITH NORMAL BRAKE APPLICATION.	77	MAZDA	GLC 2DR.	19495	67501001
P07958	03263000	BRAKE SHOES INSUFFICIENT SELF ADJUSTMENT CAUSED UNEVEN WEAR.	77	MAZDA	GLC 2DR.	19495	67501001
P87998	05151000	CAM CHAIN TENSIONER MOTOR OIL ALLEGED CAUSED PLUNGER OF CAM CHAIN TENSIONER TO STICK.	64	MERCEDES BENZ	190	UNKNOWN	00000000
P07710	02150000	LOWER CONTROL ARM LOWER CONTROL ARM BROKEN AT PIVOT.	72	MERCEDES BENZ	280 SEL. 4.5	93280	32404167
P07757	08540000	IGNITION MODULE ENGINE QUITS WHILE RUNNING.	78	MERCURY	BOBCAT	24384	23513001
P07466	03230000	BRAKE MASTER CYLINDER PEDAL STICKS - INTERNAL MALFUNCTION	76	MERCURY	CAPRI	52657	90027012
P07808	05140000	TRANS FLEX PLATE PLATE CRACKED NEAR TORQUE CONVERTER MOUNTING HOLE.	67	MERCURY	COMET	62300	01606062
P07857	08540000	ELECTRONIC CONTROL UNIT INTERNAL MALFUNCTION, VEHICLE STALLS DURING OPERATION.	77	MERCURY	COUGAR	UNKNOWN	98270095

P09019	09106000	BRAKE LIGHT SWITCH OPEN CIRCUIT SWITCH, BRAKE LIGHTS INOPERATIVE.	70	MERCURY	COUGAR	24547	99206096
P07373	09110000	TURN SIGNAL SWITCH INTERNAL MALFUNCTION	73	MERCURY	MARQUIS	94000	33316118
P97457	01330000	POWER STEERING HOSE HOSE WAS TOO CLOSE TO EXHAUST MANIFOLD - LEAK & FIRE RESULTED	75	MERCURY	MARQUIS	30000	95336001
P07641	11609000	A/C COMPRESSOR BEARING WORN COMPRESSOR BEARING CAUSING INOPERATIVE COMPRESSOR	73	MERCURY	MARQUIS	74000	01230005
P07885	06530000	EGR VALVE VALVE STICKS OPEN DUE TO CORROSION.	77	MERCURY	MARQUIS	18000	04104003
P07945	09110000	SIGNAL SWITCH CAUSE UNKNOWN, SIGNAL SWITCH INOPERATIVE.	UN	MERCURY	MARQUIS	92125	99206096
P07436	02483000	WHEEL BEARING BEARING BROKEN	78	MERCURY	MONARCH	13848	29405008
P07453	08540000	AMPLIFIER MODULE INTERNAL SHORT - ENGINE STOPS RUNNING	78	MERCURY	MONARCH	27752	95336001
P07773	01300000	STEERING CONTROL VALVE MALFUNCTIONING POWER STEERING CONTROL VALVE. VEHICLE PULLS TO RIGHT.	76	MERCURY	MONARCH	26010	07450150
P07875	05240000	FAN BLADE FLEXIBLE BLADE ON COOLING FAN BROKE AND FLEW THROUGH RADIATOR.	73	MERCURY	MONARCH	86315	04104003
P07478	07320000	SHIFTING SOCKET SHIFTING SELECTOR RIPPED OUT OF ITS SOCKET	68	MERCURY	MONTEGO	95000	06033091
P07481	02483000	REAR AXLE BEARING REAR AXLE BEARINGS FAILED	68	MERCURY	MONTEGO	95000	06033091
P07738	01530000	IDLER ARM EXCESSIVE WEAR.	73	MERCURY	MONTEGO	56250	14607007
P07947	03242000	BRAKE HOSE FLEXIPLE HOSE CUT NEAR JUNCTION BLOCK.	71	MERCURY	MONTEGO	65000	63130132
P08020	06530000	EMISSION CONTRAL VALVE EGR VALVE BURNT CAUSING CONSTANT EGR.	75	MERCURY	MONTEGO	18874	17754007
P07414	02616000	AXLE-WHEEL HUB LEFT REAR AXLE HUB DISCONNECTED FROM AXLE	68	MERCURY	MONTEGO MX	UNKNOWN	06033091

P07398	03230000	BRAKE MASTER CYLINDER INTERNAL MALFUNCTION	73	MERCURY	MONTEGO SW	UNKNOWN	14607007
P07678	01530000	IDLER ARM IDLER ARM PULLED AWAY FROM FRAME.	71	MERCURY	MONTEREY	68860	04038005
P07431	09110000	SIGNAL SWITCH INTERNAL MALFUNCTION	72	MERCURY	UNKNOWN	91125	99206096
P07502	05240000	FAN FAN BLADE BROKEN	72	MERCURY	UNKNOWN	108698	90027012
P07602	06140000	CARBURETOR BASE PLATE CARB BASE PLATE ERRODED DUE TO HEAT AND CORROSIVE EGR GASES	77	MERCURY	UNKNOWN	21742	06856001
P07907	05240000	FAN FAN BLADE CRACKED.	74	MERCURY	UNKNOWN	59912	68510001
P87847	05110000	ENGINE MOUNT ENGINE MOUNT BRACKET BROKEN AT MOUNTING BOLT HOLES.	78	MERCURY	ZEPHYR	29000	22204227
P07886	03272000	BRAKE PADS BRAKE PADS WORN OUT AS IF FLOATING CALIPER BECAME STUCK.	78	MERCURY	ZEPHYR	26000	04104003
P87794	02760003	TIRE BROKEN STEEL BELT PROTRUDING THROUGH TREAD	70	MGB	ROADSTER	39820	67501001
P07850	08540000	MODULE INTERNAL MALFUNCTION, VEHICLE QUITS WITHOUT WARNING.	78	MGB	ROADSTER	23614	33316118
P87953	03261000	REAR BRAKE CYLINDER WHEEL CYLINDER PISTON SEALS INSTALLED BACKWARD CAUSING LOSS OF HYDRAULEC PRESSUR	74	MGB	ROADSTER	94178	67501001
P87954	03261000	REAR BRAKE CYLINDER WHEEL CYLINDER PISTON SEALS INSTALLED BACKWARD CAUSING LOSS OF HYDRAULIC PRESSUR	69	MGB	ROADSTER	UNKNOWN	67501001
P87955	03261000	REAR BRAKE CYLINDER WHEEL CYLINDER PISTON SEALS INSTALLED BACKWARD CAUSING LOSS OF HYDRAULIC PRESSUR	70	MGB	ROADSTER	82304	67501001
P97961	03272000	DISC BRAKE PADS DISC BRAKE PADS ON ONE SIDE WORE EXCESSIVELY.	79	MGB	ROADSTER	14000	93702194
P07965	09102000	LAMP SWITCH HEADLIGHT SWITCH OPERATES ERRATICALLY.	78	MGB	ROADSTER	31913	97303038
P07925	02170000	INNER & OUTER FRONT WHEEL BEAR WHEEL BEARINGS FAILED DUE TO LACK OF LUBRICATION.	79	OLDSMOBILE	CUTLASS	38993	22201004
P07960	11503000	BLOWER MOTOR FAN MOTOR INOPERATIVE.	80	OLDSMOBILE	CUTLASS	8758	55802006

P08008	03245000	COMBINATION VALVE MALFUNCTION CAUSING BRAKES TO GRAB.	74	OLDSMOBILE	CUTLASS	46056	84057040
P08041	03233000	MASTER CYLINDER INTERNAL SEAL LEAK.	77	OLDSMOBILE	CUTLASS	35414	90027012
P07482	03230000	BRAKE MASTER CYLINDER INTERNAL MALFUNCTION	78	OLDSMOBILE	CUTLASS SUPREM	13530	85268105
P08064	03273000	DISC BRAKE ROTORS PEDAL PULSATION/NOISE UPON BRAKE APPLICATION.	78	OLDSMOBILE	CUTLASS SUPREM	32000	40504039
P07494	01530000	STEERING IDLER ARM HARD STEERING TO RIGHT	75	OLDSMOBILE	DELTA 88	35623	14607007
P07445	05151000	TIMING SPROCKET ENGINE CHAIN & GEARS WORN EXCESSIVELY - JUMPED TIME	68	OLDSMOBILE	DELTA 88	97000	06033091
P07902	10130000	REAR WINDOW ELECTRIC DEFOGGER ELECTRIC DEFOGGER MALFUNCTION CAUSED BACKLITE WINDOW TO SHATTER.	79	OLDSMOBILE	DELTA 88	UNKNOWN	08244012
P07967	03263000	REAR BRAKE SHOES EXCESSIVE AND PREMATURE WEAR.	78	OLDSMOBILE	DELTA 88	23080	03060006
P08040	07300000	TRANSMISSION TRANSMISSION FAILED TWICE IN 4500 MILES.	80	OLDSMOBILE	DELTA 88	4500	24017016
P07867	03273000	BRAKE ROTOR DISC BRAKE ROTOR BROKEN.	79	OLDSMOBILE	TORONADO	14777	57006007
P03024	03273000	BRAKE ROTOR THIS IS THE 4TH REPLACEMENT SINCE A COLLISION.	79	OLDSMOBILE	TORONADO	19543	57006007
P03036	03224000	POWER BRAKE BOOSTER DIAPHRAGM BROKEN,NO VACUUM ASSIST.	78	OLDSMOBILE	TORONADO	19370	87110023
P03025	02141000	BOLT BOLT HOLDING UPPER CONTROL ARM TO FRAME BROKE CAUSING LOOSNESS.	80	OLDSMOBILE	VISTA CRUISE	UNKNOWN	30313006
P07477	05110000	MOTOR MOUNTS MOTOR MOUNTS BROKEN	70	OPEL	GT	61489	90027012
P07407	03242000	FRONT BRAKE HOSE-HYDRAULIC HOSE CRACKED	73	PLYMOUTH	DUSTER	38421	63130132
P07407	03242000	FRONT BRAKE HOSE-HYDRAULIC HOSE CRACKED	73	PLYMOUTH	DUSTER	38421	63130132

P07406	03242000	FRONT BRAKE HOSE-HYDRAULIC HOSE CRACKED	74	PLYMOUTH	DUSTER	52132	63130132
P07406	03242000	FRONT BRAKE HOSE-HYDRAULIC HOSE CRACKED	74	PLYMOUTH	DUSTER	32132	63130132
P07448	06530000	DIVERTER VALVE INTERNAL LEAK, ROUGH IDLE, HARD START	72	PLYMOUTH	DUSTER	55938	90027012
P07536	03230000	MASTER CYLINDER INTERNAL LEAK	72	PLYMOUTH	DUSTER	72373	19020002
P07742	03242000	BRAKE HOSES HOSE BROKEN NEAR END, AS IF TOO SHORT FOR APPLICATION.	74	PLYMOUTH	DUSTER	44602	14607007
P07730	06500000	EGR VALVE PINTLE VALVE BURNED CAUSING CONSTANT EXHAUST GAS RECIRCULATION.	74	PLYMOUTH	DUSTER	58708	90027012
P07845	03242000	BRAKE HOSE FRONT BRAKE HOSE CRACKED,LEAKING.	74	PLYMOUTH	DUSTER	58780	11204002
P07866	03242000	BRAKE HOSE FRONT BRAKE HOSE CRACKED,LEAKING.	74	PLYMOUTH	DUSTER	58780	11204002
P87528	02190000	TORSION BAR BAR SNAPPED IN TWO ON LEFT SIDE OF VEHICLE (PHOTO SENT)	76	PLYMOUTH	FURY	91547	F30316139
P07593	05240000	FLEX FAN ONE BLADE BROKEN	76	PLYMOUTH	FURY	82287	F30316139
P97720	06510000	AIR PUMP AIR PUMP FROZEN, INOPERATIVE.	76	PLYMOUTH	FURY	30000	17109006
P07868	08540000	MODULE INTERNAL MALFUNCTION ENGINE MISFIRES, AND STALLS.	75	PLYMOUTH	FURY	15197	23513001
P07876	08540000	IGNITION CONTROL MODULE ENGINE STALLS,WON'T RESTART WHEN HOT.	73	PLYMOUTH	FURY	68013	23513001
P07948	01530000	IDLER ARM IDLER ARM BUSHING WORN OUT, LOOSENESS IN STEERING.	71	PLYMOUTH	FURY	71000	63130132
P08035	01530000	IDLER ARM EXCESSIVE WEAR AT BUSHING END CAUSES SHIMMY.	72	PLYMOUTH	FURY	51000	63130132
P07625	09110000	TURN SIGNAL SWITCH INTERNAL MALFUNCTION NO LEFT SIDE BRAKE PEDAL	69	PLYMOUTH	FURY II	20188	99206096
P87878	02740000	STEEL BELTED RADIAL TREAD SEPERATION.	76	PLYMOUTH	FURY II	80000	21770040

P07743	01530000	IDLER ARM HARD STEERING, BINDING AT IDLER ARM	74	PLYMOUTH	FURY III	46851	14607007
P07932	08000000	OIL PRESSURE UNIT SENDER GROUNDED, OIL LIGHT STAYS ON CONSTANTLY.	75	PLYMOUTH	FURY S/W	UNKNOWN	01230005
P08091	08232000	SOLENOID CONTACT SOLENOID INOPERATIVE CAUSE UNKNOWN.	86	PLYMOUTH	FURY S/W	86000	01230005
P07882	05240000	FAN BLADE TIPS OF FAN BLADES BROKEN OFF.	75	PLYMOUTH	FURY SUBURBAN	6400	07621154
P08063	02170000	RIGHT,FRONT,WHEEL BEARING BEARING WEAR CAUSING GROWLING NOISE.	79	PLYMOUTH	HORIZON	22000	12601016
P07878	06233000	CARBURETOR ISOLATOR WARPED MOUNTING BLOCK CAUSED INTAKE MANIFOLD AIR LEAK.	78	PLYMOUTH	HORIZON	UNKNOWN	23513001
P99037	02120010	MCPHERSON STRUT STRUT LOOSE AT UPPER MOUNTING POSITION, WHEN UNLOADED.	78	PLYMOUTH	HORIZON	15000	20008016
P07615	05150000	TIMING CHAIN COVER WATER PASSAGES CORRODED CAUSING COOLANT LEAK OVERHEATING	71	PLYMOUTH	SATELLITE	61115	63130132
P89022	03233000	MASTER CYLINDER NEW REPLACEMENT MASTER CYLINDER BEGAN LEAKING 2 MONTHS AFTER INSTALLATION.	74	PLYMOUTH	SATTELLITE	110562	11223191
P09033	03242000	BRAKE HOSE OUTER COVER OF FRONT BRAKE HOSE CRACKED.	71	PLYMOUTH	SCAMP	UNKNOWN	10970178
P97090	02700000	FIRESTONE 500 TIRE SEVERE BELT SEPARATIONS. TREAD CAME OFF. PHOTO SENT.	75	PLYMOUTH	SW	UNKNOWN	F30316139
P07929	05150020	GASKET GASKET LEAKS.	75	PLYMOUTH	UNKNOWN	UNKNOWN	01230005
P07394	08550000	SEATBELT INTERLOCK UNIT INTERNAL SHORT	74	PLYMOUTH	VALIANT	40582	33145005
P07395	08550000	SEATBELT INTERLOCK UNIT INTERNAL SHORT	74	PLYMOUTH	VALIANT	40420	33145005
P07733	03242000	BRAKE HOSES HOSE TORN NEAR OUTBOARD END.	75	PLYMOUTH	VALIANT	38410	14607007
P07908	06651000	CATALYTIC CONVERTER CONVERTER FOUNDATION SHATTERED,TRAVELED DOWN EXHAUST PIPE.	75	PLYMOUTH	VALIANT	44000	29379007

P07522	03242000	BRAKE HOSE BRAKE HOSE CRACKED.	75	PLYMOUTH	VALIANT	10306	11204002
P07550	01530000	IDLER ARM IDLER ARM WORN OUT AT BRACKET BUSHING.	74	PLYMOUTH	VALIANT	74000	63130132
P07591	06210000	CARBURETOR INTERNAL MALFUNCTION	78	PLYMOUTH	VOLARE	20000	01230005
P07376	03241000	BRAKELINE EATEN INTO BY BATTERY ACID	76	PLYMOUTH	VOLARE	26086	24017016
P07421	03271000	BRAKE CALIPER PISTON FROZEN IN CALIPER	77	PLYMOUTH	VOLARE	17562	76103004
P07427	05150060	PISTON ROD PISTON ROD BROKEN	78	PLYMOUTH	VOLARE	16000	F30316139
P07446	03271000	BRAKE CALIPER CALIPERS FREEZE - COMMON PROBLEM IN CHRYSLERS SAYS MANAGER	77	PLYMOUTH	VOLARE	24000	22207212
P07445	02100000	FRONT SUSPENSION NO UPPER SHAFT SUPPORT BRACKETS	76	PLYMOUTH	VOLARE	39000	07450150
P07491	02110000	SUPPORT BRACKET CONTROL ARM TOOK LOOSE FROM SUPPORT BRACKET CAUSING BRAKE FAILURE	76	PLYMOUTH	VOLARE	UNKNOWN	95207019
P07521	01330000	POWER STEERING HOSE HOSE WORE THROUGH ON BATTERY CASE	77	PLYMOUTH	VOLARE	UNKNOWN	07621154
P07530	02700000	GOODYEAR TIRES TWO TIRES HAVE BELT SEPARATIONS (DIFFERENT CARS). PHOTOS SENT.	76	PLYMOUTH	VOLARE	UNKNOWN	F30316139
P07531	02700000	GOODYEAR TIRES TWO TIRES HAVE BELT SEPARATIONS, ONE HAS HUGE HOLE ON SIDEWALL (DIFF.CARS). PHOT	77	PLYMOUTH	VOLARE	UNKNOWN	F30316139
P07515	03241000	BRAKE LINE BATTERY ACID CORROSION CAUSED BRAKE FLUID LEAKAGE	77	PLYMOUTH	VOLARE	22000	F30316139
P07516	03241000	BRAKE LINE BATTERY ACID ATE HOLE IN LINE	77	PLYMOUTH	VOLARE	25000	F30316139
P07518	05150000	PISTON ROD ROD BROKE CLEAN - CRANKSHAFT END CONTINUED TO REVOLVE CRACKING ENGINE BLOCK	78	PLYMOUTH	VOLARE	UNKNOWN	F30316139
P07534	03271000	BRAKE PISTON PISTON CORRODED AND FROZE IN HOUSING	76	PLYMOUTH	VOLARE	53415	63130132
P07535	03242000	BRAKE HOSE *LEFT FRONT HOSE CRACKED	76	PLYMOUTH	VOLARE	53415	63130132

P07535	03242000	BRAKE HOSE RIGHT FRONT HOSE CRACKED	76	PLYMOUTH	VOLARE	53415	63130132
P07553	02000000	UPPER SUPPORT BRACKET NO UPPER SUPPORT BRACKET	78	PLYMOUTH	VOLARE	UNKNOWN	07450150
P07562	03271000	DISC BRAKE PISTON PISTON STUCK IN CALIPER BORE	77	PLYMOUTH	VOLARE	17982	19805002
P07563	03271000	DISC BRAKE PISTON PISTON STUCK IN CALIPER BORE	78	PLYMOUTH	VOLARE	15001	44012110
P07568	13130000	R.F. FENDER FENDER RUSTED OUT	76	PLYMOUTH	VOLARE	UNKNOWN	07450150
P07597	03271000	DISC BRAKE CALIPER PISTON PISTON SEIZED IN CALIPER	78	PLYMOUTH	VOLARE	27843	78701089
P07621	03271000	DISC BRAKE CALIPER PISTON PISTON STICKS IN CALIBER BORE	77	PLYMOUTH	VOLARE	34000	23701047
P07633	02110000	UPPER CONTROL ARM SUPPORT BRAC UPPER CONTROL ARM SUPPORT BRACKET BROKEN AT MOUNTING HOLES	77	PLYMOUTH	VOLARE	57897	F53702100
P07840	03242000	L.F. BRAKE HOSE HOSE CRACKED NEAR CENTER SUPPORT/LOCATING BRACKET	78	PLYMOUTH	VOLARE	14796	19401061
P07840	03242000	R.F. BRAKE HOSE HOSE CRACKED NEAR CENTER SUPPORT/LOCATING BRACKET	78	PLYMOUTH	VOLARE	14796	19401061
P07741	03271000	CALIPER PISTON PISTON STICKS IN CALIPER BORE.	77	PLYMOUTH	VOLARE	N/A	14607007
P08054	03271000	CALIPER PISTON PISTON SEIZED IN CALIPER BORE.	78	PLYMOUTH	VOLARE	24638	07450150
P08055	03270000	DUST BOOT AND SEAL ALLEGEDLY INSTALLED IMPROPERLY.	78	PLYMOUTH	VOLARE	24638	07450150
P07734	03244000	BRAKE HOSE BRAKE HOSE CRACKED,LEAKING FLUID.	77	PLYMOUTH	VOLARE	28085	11204002
P07734	03244000	BRAKE HOSE BRAKE HOSE CRACKED, LEAKING FLUID	77	PLYMOUTH	VOLARE	28085	11204002
P07811	03271000	BRAKE CALIPER PISTON SEIZED IN CALIPER BORE.	77	PLYMOUTH	VOLARE	19000	39501021

P87827	02110000	UPPER SUPPORT BRACKET NO UPPER SUPPORT BRACKET.	76	PLYMOUTH	VOLARE	UNKNOWN	07450150
P87845	03242000	BRAKE HOSES FRONT BRAKE HOSES CRACKED,LEAKING.	76	PLYMOUTH	VOLARE	46028	11204002
P87848	03242000	BRAKE LINE FRONT BRAKE HOSES CRACKED,LEAKING.	76	PLYMOUTH	VOLARE	UNKNOWN	07450150
P87890	03242000	BRAKE HOSE FRONT BRAKE HOSE RUPTURED NEAR END FITTING.	77	PLYMOUTH	VOLARE	29000	60609104
P87914	03271000	CALIPER PISTON STICKS IN CALIPER BORE; BRAKES DRAG	78	PLYMOUTH	VOLARE	31050	11204002
P87989	05150000	OIL PUMP OIL PRESSURE RELIEF VALVE STUCK CLOSED CAUSING HIGH OIL PRESSURE.	77	PLYMOUTH	VOLARE	59000	01230005
P8F016	03271000	BRAKE CALIPER PISTON STICKS IN CALIPER BORE.	79	PLYMOUTH	VOLARE	23786	40503002
P89011	06230000	CARBURETOR KIT HESITATION, POOR ECONOMY, HARD STARTING.	77	PLYMOUTH	VOLARE	56000	01230005
P89040	03242000	FRONT BRAKE HOSE CRACKS IN OUTER LAYER OF FLEXIBLE HOSES OBSERVED.	77	PLYMOUTH	VOLARE	26821	14607007
P89044	01530000	IDLER ARM BRACKET IDLER ARM SWUNG OVER CENTER, CRUSHED SUPPORT BRACKET.	76	PLYMOUTH	VOLARE	75164	55419121
P89005	05150000	ROD BEARING BEARING FAILURE DUE TO LACK OF OIL.	78	PLYMOUTH	VOLARE	29542	23273236
P89007	06135000	FUEL FILTER FUEL FILTER APPEARS OVERHEATED.	78	PLYMOUTH	VOLARE	17830	23273236
P8R047	13550000	TAILGATE LATCH TAILGATE LATCH BENT, INOPERATIVE.	77	PLYMOUTH	VOLARE SW	29832	33316118
P97459	06113000	PLASTIC FUEL TANK GAS TANK LEAKED - FIRE RESULTED	76	PLYMOUTH	VOYAGER VAN	15000	00000000
P87983	02740000	RADIAL TIRE TREAD SHIFTED LATERALLY, TIRE WORE OUT OF ROUND.	75	PONTIAC	BONNEVILLE	UNKNOWN	20850042
P89024	07300000	TRANSMISSION TRANSMISSION SLIPS,JERKS.	77	PONTIAC	BONNEVILLE	41000	33316118
P87647	06131000	FUEL LINE TRANSMISSION COOLER LINE AND THE FUEL LINE RUBS TOGETHER CAUSING FUEL LEAK.	78	PONTIAC	CATALINA	80000	F45504102

P04010	02420000	STABILIZER LINK BUSHING WEAR CAUSING VEHICLE INSTABILITY.	72	PONTIAC	CATALINA	105000	01230005
P07591	02700000	TIRE HR78-15 PLY SEPARATION - INBOARD SIDEWALL NEAR BEAD	78	PONTIAC	CATALINA SAFAR	37467	23462068
P07592	02700000	TIRE - HR78-15 PLY SEPARATION - INBOARD SIDEW ALL NEAR BEAD	78	PONTIAC	CATALINA SAFAR	37467	23462068
P07552	03273000	DISC BRAKE ROTOR INBOARD SIDE OF ROTOR WORN AWAY	73	PONTIAC	FIREBIRD	UNKNOWN	40503002
P07655	08540000	HEI MODULE INTERNAL MALFUNCTION-CAR STALLS, WON'T RESTART.	77	PONTIAC	FIREBIRD	UNKNOWN	85203098
P07657	08550000	HEI ROTOR HOLE BURNT IN ROTOR DUE TO EXCESSIVE VOLTAGE BUILD UP.	77	PONTIAC	FIREBIRD	UNKNOWN	85203098
P07770	09110000	SIGNAL SWITCH NO BRAKE OR SIGNAL LIGHT-LEFT IN REAR.	67	PONTIAC	FIREBIRD	36433	99206096
P07701	06115000	GAS TANK BAFFLE BAFFLE FOR FUEL TANK VAPOR LINE BECAME DISCONNECTED.	74	PONTIAC	FIREBIRD	34700	08244012
P07696	03245000	BRAKE COMBINATION VALVE FLUID LEAK FROM COMBINATION VALVE.	75	PONTIAC	GRAN PRIX	51122	63130132
P07698	06121000	CARB BOWL VENT HOSE CARB BOWL VENT HOSE KINKED - IMPROPER VENTING.	78	PONTIAC	GRAN PRIX	22122	63130132
P07781	08530000	DISTRIBUTOR CAP CARBON TRACKS AND DIRT CAUSING MISFIRE.	76	PONTIAC	GRAN PRIX	54000	01230005
P07742	08540001	DISTRIBUTOR WIRE WIRES WORN OUT INCREASING REQUIRED VOLTAGE.	76	PONTIAC	GRAN PRIX	54000	01230005
P08093	06212000	INTAKE MANIFOLD AIR LEAK BETWEEN CYLS 1&3 INDICATED BY DIAGNOSIS.	75	PONTIAC	GRAN PRIX	62611	08610200
P07540	02170000	WHEEL BEARINGS BEARINGS LOST LUBRICATION & BURNT UP	79	PONTIAC	GRAND PRIX	26767	39501021
P08035	06520000	P.C.V.VACUUM HOSE PCV VACUUM HOSE COLLAPSES,CRACKS,AIR LEAK DEVELOPS.	78	PONTIAC	GRAND PRIX	32000	63130132
P07718	10140000	REAR WINDOW PROBLEM WITH REAR WINDOW DEFOGGER ELEMENT CAUSED TAILGATE WINDOW TO EXPLODE.	79	PONTIAC	LE MANS SAFARI	326	37209003

P07513	06500000	EGR VALVE WEAK WELD BETWEEN VALVE & BACK PRESSURE FROM SILENCER - NOT FIRST ONE REMOVED	77	PONTIAC	LEMANS	38777	F30316139
P07437	0661000	EXHAUST MANIFOLD CRACKED	78	PONTIAC	PHOENIX	45627	23513001
P07796	12200000	SEAT BELTS SEAT BELTS WILL NOT OPERATE. MALE AND FEMALE LATCHES DO NOT MATCH.	78	PONTIAC	PHOENIX	25000	04104003
P08039	01400000	STEERING BRACKET NUTS FOR ATTACHING RACK AND PINION HOUSING TO FIREWALL FAILED.	80	PONTIAC	PHOENIX	21778	11561164
P07505	02700000	UNIROYAL TIRE TIRE BLEW OUT - HAS SIDEWALL HOLE	77	PONTIAC	SUNBIRD	10000	00000000
P07877	01210000	STEERING GEARBOX EXCESSIVE INTERNAL WEAR CAUSING STEERING LOOSENESS.	78	PONTIAC	SUNBIRD	27663	23513001
P07504	02700000	UNIROYAL TIRE HOLE IN SIDEWALL (SIZE OF THUMB)	77	PONTIAC	SW	12000	F30316139
P07547	11300000	CONNECTOR SHORT BURNT OUT ONE CONNECTOR	78	PONTIAC	SW	31024	33316118
P07403	06540000	EXHAUST CRANKCASE HOSE PCV VACUUM HOSE FAILED	75	PONTIAC	TEMPEST	28022	63130132
P07415	03200000	BRAKE COMBINATION VALVE COMBINATION VALVE LEAKS	75	PONTIAC	TEMPEST	22245	63130132
P07424	02700000	TIRE BELT SEPARATION	UN	PONTIAC	UNKNOWN	UNKNOWN	F30316139
P07490	06314000	DISTRIBUTOR DISTRIBUTOR HAD ONE BUSHING	71	PONTIAC	UNKNOWN	80000	06033091
P07474	03272000	OUTER BRAKE PAD FRICTION MATERIAL SEPARATED FROM BACKING PLATE	71	PORSCHE	914	89147	95051060
P07548	03271000	L.F. DISC CALIPER. CALIPER PISTON BINDING,EXCESSIVE BRAKE PAD AND ROTOR WEAR	76	RENAULT	LE CAR 5	24000	01605008
P07909	03242000	FRONT DISC BRAKE HOSE. FLEXIBLE HOSE COLLAPSED CAUSING BRAKE DRAG,EXCESS WEAR.	71	SAAB	99	39000	01240002
P99048	02740000	TIRES EXCESSIVE TREAD WEAR.	80	SUBARU	STATION WAGON	8200	20850050
P97924	08530001	DISTRIBUTOR SHAFT UPPER DISTRIBUTOR SHAFT BUSHING FAILURE CAUSING SHAFT BREAKAGE.	77	SUBARU	UNKNOWN	35000	04628031

P07461	02112000	STABILIZER BAR REAR BAR BROKEN IN TWO	77	TOYOTA	CELICA	42000	43227119
P07689	06619000	EXHAUST MANIFOLD LARGE CRACK IN MANIFOLD NEAR EXHAUST PIPE MOUNTING FLANGE.	78	TOYOTA	CELICA	51193	90027012
P04065	05150000	EXHAUST MANIFOLD EXHAUST MANIFOLD CRACKED, CAUSE UNKNOWN.	78	TOYOTA	CELICA	26435	90027012
P07635	02440000	REAR STABILIZER BAR UPPER BRACKET TO REAR STABILIZER BAR CRACKED, BROKEN.	78	TOYOTA	CELICA (LIFTBA	24440	90027012
P07707	03241000	BRAKE HOSE. FLEXIBLE HOSE TO FRONT BRAKES CRACKED,DETERIORATED,LEAKING.	74	TOYOTA	COROLLA	UNKNOWN	60201006
P07641	03242000	4 FRONT BRAKE HOSE. CRACKED AND SPLIT NEAR JUNCTION BLOCK.	72	TOYOTA	COROLLA	23471	60201006
P07754	06520000	CRANK CASE VENT HOSE CRANKCASE VENTILATION HOSE COLLAPSED, CRACKED OPEN AND SUCKING AIR.	74	TOYOTA	COROLLA	51126	63130132
P07879	03261000	BRAKE WHEEL CYLINDER WHEEL CYLINDER BEGAN LEAKING WHILE BLEEDING THE HYDRAULIC SYSTEM.	69	TOYOTA	COROLLA	UNKNOWN	90027012
P07882	03241000	BRAKE HOSE FLEXIBLE HOSE TO FRONT BRAKES CRACKED.	74	TOYOTA	COROLLA	UNKNOWN	60201006
P07807	05140000	FLYWHEEL CENTER (HUB) BROKEN OUT, NOISY,NO POWER.	73	TOYOTA	CORONA MARK II	71355	01606062
P07938	08540000	IGNITION MODULE INTERNAL MALFUNCTION, HARD TO START.	UN	TRIUMPH	SPITFIRE	23533	67501001
P07850	02150000	LOWER CONTROL ARM BOTH LOWER CONTROL ARMS BENT.	UN	TRIUMPH	TR-7	UNKNOWN	20850050
P07747	08233000	SWITCH-NEUTRAL SAFETY INTERNAL MALFUNCTION	UN	UNKNOWN	UNKNOWN	UNKNOWN	01230005
P07796	07413000	U-JOINT TWO CAPS MISSING	UN	UNKNOWN	UNKNOWN	UNKNOWN	01230005
P07800	02700000	FIRESTONE TIRE-STEEL BELT RADI SHIMMY-BAD VIBRATION	UN	UNKNOWN	UNKNOWN	UNKNOWN	F10801145
P07951	03273000	DISC BRAKE ROTOR DISC BRAKE ROTOR RUSTING AND CORRODED	UN	UNKNOWN	UNKNOWN	UNKNOWN	17754007

P07702	01220000	POWER STEERING GEAR BOX REDESIGNED GEARBOX NO LONGER HAS A LOWER BEARING ON PITMAN SHAFT. EXCESSIVE SHA	UN	UNKNOWN	UNKNOWN	UNKNOWN	03300913
P07840	08100000	DELCO-BATTERY BATTERY CASE CRACKED, LEAKING ELECTROLYTE.	UN	UNKNOWN	UNKNOWN	UNKNOWN	20850042
P07546	02700000	TIRES 50 TIRES REPORTED WITH VARIOUS PROBLEMS	UN	VARIES	VARIES	VARIES	07450150
P07708	02700000	74 TIRES 74 TIRE WITH VARIOUS PROBLEMS INCLUDING PULL, OUT OF ROUND, BROKEN BELTS.	UN	VARIES	VARIES	VARIES	07450150
P08059	09111000	HAZARD FLASHER SWITCH BACK OF SWITCH FELL APART. NO DIRECTIONAL LIGHTS.	71	VOLKSWAGEN	BEETLE	17815	17754007
P07730	08240000	PULLEY HUB TORN OUT OF PULLEY CENTER.	71	VOLKSWAGEN	BEETLE	17815	17754007
P07739	09302000	HEADLIGHT RELAY RELAY CONTACTS BURNED. NO LOW BEAM HEADLIGHTS.	71	VOLKSWAGEN	BEETLE	17815	17754007
P07378	03230000	BRAKE MASTER CYLINDER INTERNAL MALFUNCTION	77	VOLKSWAGEN	DASHER	UNKNOWN	60201006
P07921	05150060	PISTON RINGS EXCESSIVE WEAR ON PISTON RINGS CAUSED HIGH OIL CONSUMPTIN.	77	VOLKSWAGEN	DASHER	21000	33316118
P08001	03233000	BRAKE MASTER CYLINDER INTERNAL LEAK, PEDAL SINKS TO FLOOR, NO BRAKES.	75	VOLKSWAGEN	DASHER	93733	90027012
P08028	03233000	MASTER CYLINDER INTERNAL LEAK CAUSING LOSS OF PRESSURE.	77	VOLKSWAGEN	DASHER	29154	90027012
P08031	03233000	MASTER CYLINDER INTERNAL LEAK PEDAL SINKS TO FLOOR.	76	VOLKSWAGEN	DASHER	40463	22207212
P08006	03233000	MASTER CYLINDER INTERNAL LEAK CAUSING LOSS OF PEDAL.	74	VOLKSWAGEN	DASHER S/W	28900	84057040
P07408	03230000	BRAKE MASTER CYLINDER INTERNAL MALFUNCTION	UN	VOLKSWAGEN	RABBIT	UNKNOWN	60201006
P07409	03230000	BRAKE MASTER CYLINDER INTERNAL MALFUNCTION	UN	VOLKSWAGEN	RABBIT	UNKNOWN	60201006
P07484	08210000	V.REG.ALT.PACK INTERNAL MALFUNCTION - CAR WENT DEAD, NO WARNING (HIGHWAY)	74	VOLKSWAGEN	RABBIT	74186	33316118
P07572	03232000	MASTER CYLINDER LEAKING SEALS	77	VOLKSWAGEN	RABBIT	36741	33316118

P07578	03261000	WHEEL CYLINDER FLUID LEAK	75	VOLKSWAGEN	RABBIT	64000	0000000
P07578	03261000	WHEEL CYLINDER FLUID LEAKS	75	VOLKSWAGEN	RABBIT	64000	000000
P07583	06342000	FUEL LINE HOSE LEAKING FUEL	77	VOLKSWAGEN	RABBIT	45931	33316118
P07584	07120000	CLUTCH CABLE NO CLUTCH ACTION	77	VOLKSWAGEN	RABBIT	36250	33316118
P07590	03230000	MASTER CYLINDER INTERNAL FLUID LEAK-LOSS OF PEDAL.	75	VOLKSWAGEN	RABBIT	64000	00000000
P07607	06140000	CARBURETOR BASE PLATE UNKNOWN CAR STALLS AT LIGHTS	75	VOLKSWAGEN	RABBIT	31299	33316118
P07802	07120000	CLUTCH CABLE STEEL CABLE WORE THROUGH PLASTIC SHEATHING	78	VOLKSWAGEN	RABBIT	24627	90027012
P07805	05270000	THERMAL SWITCH THERMOSTATIC SWITCH OPEN. FAN WILL NOT OPERATE.	78	VOLKSWAGEN	RABBIT	40817	90027012
P07810	05210000	RADIATOR VEHICLE OVERHEATED AND MELTED RADIATOR MATERIAL.	78	VOLKSWAGEN	RABBIT	24000	22302206
P07906	05150000	CYLINDER HEAD BOLTS &GASKET LOOSE CYLINDER HEAD BOLTS CAUSING OIL LEAK FROM HEAD GASKET AREA.	78	VOLKSWAGEN	RABBIT	35000	18018143
P07951	05150030	VALVE GUIDES EXCESSIVE GUIDE WEAR, HARD VALVE SEALS CAUSING EXCESSIVE OIL CONSUMPTION.	78	VOLKSWAGEN	RABBIT	37100	48104097
P07952	05150060	PISTON RINGS PISTON RINGS NOT SEALING PROPERLY TO CYLINDER WALL.	78	VOLKSWAGEN	RABBIT	37000	48104097
P07971	11606000	AIR CONDITIONING HOSE REFRIGERANT HOSE CUT, R-12 LEAKS OUT, NO COOLING.	76	VOLKSWAGEN	RABBIT	62000	01230005
P08004	05150000	ENGINE SUDDEN UNEXPLAINED ENGINE OIL LOSS CAUSED BEARING SEIZURE .	77	VOLKSWAGEN	RABBIT	29000	10028182
P08051	02260000	WHEEL BEARINGS PREMATURE FRONT WHEEL BEARING FAILURE.	77	VOLKSWAGEN	RABBIT	68000	20850050
P08058	05150050	VALVE SEALS VALVE SEALS DETERIORATED.	76	VOLKSWAGEN	RABBIT	46419	19401070

P07918	05150020	HEAD GASKET LOOSE HEAD BOLTS BETWEEN CYLS 3 AND 4 ALLOW OIL TO ENTER CYLINDERS, BURN AS FUEL	76	VOLKSWAGEN	RABBIT DIESEL	35859	16018143
P07885	05150060	PISTON RINGS EXCESSIVE OIL CONSUMPTION CORRECTED BY INSTALLATION OF PISTON RINGS AND VALVES	78	VOLKSWAGEN	SCIROCCO	27895	33316118
P07905	07120000	CLUTCH CABLE CABLE SHEATH SPLIT NEAR CLUTCH RELEASE FORK.	80	VOLKSWAGEN	SCIROCCO	33570	67501001
P07921	03233000	MASTER CYLINDER INTERNAL SEAL FAILURE. LOSS OF PEDAL.	78	VOLKSWAGEN	SCIRROCCO	60316	33316118
P07953	07110000	CLUTCH PEDAL PEDAL BROKE OFF	70	VOLKSWAGEN	SQUAREBACK	72553	90027012
P07930	03230000	MASTER CYLINDER BAD SEAL (INTERNAL) CAUSING LOSS OF BRAKE FLUID.	74	VOLKSWAGEN	SUPER BEETLE	19437	23513001
P07912	03273000	BRAKE ROTOR ROTOR BROKEN IN TWO PIECES; CAUSE UNKNOWN	71	VOLKSWAGEN	SUPER BEETLE	43872	02140002
P07935	06430000	ACCELERATOR CABLE THROTTLE CABLE STICKS.	74	VOLKSWAGON	DASHER	44570	20012044
P07941	05150030	CAM SHAFT CAM GEAR BROKEN	70	VOLVO	142	72184	01606062
P07934	02132000	BALL JOINT BALL JOINT WORN EXCESSIVELY.	69	VOLVO	144	116461	17754007
P07904	07140000	CLUTCH FORK CLUTCH PIVOT SOCKET OF CLUTCH FORK CRACKED CAUSING ERRATIC OPERATION AND CLUTCH	71	VOLVO	145S	101904	90027012
P07879	03230000	HYDRAULIC MASTER CYLINDER INTERNAL LEAK-COMPLETE LOSS OF BRAKES	74	VOLVO	164 E	45407	33316118
P07909	15500000	JACK JACK COLLAPSED UNDER WEIGHT OF CAR. ALL BRAKES WERE SET & CAR WAS IN PARK.	78	VOLVO	264 GL	23054	33316118
P07959	02120000	STRUT CARTRIDGE STRUT CARTRIDGE WORN-LOSS OF DAMPENING CAPABILITY.	78	VOLVO	264 GLE	18848	33316118
P07907	03230000	BRAKE MASTER CYLINDER LEAKING PRIMARY CUP. PEDAL SINKS TO FLOOR.	78	VOLVO	264 GLE	18852	33316118
P07919	05100000	ENGINE ASSY OIL PRESSURE FAILURE	75	VOLVO	265	46522	33316118
P07926	11600000	AIRCONDITIONER FRONT SEAL COMPRESSOR SEAL LEAKS, AIR CONDITIONING INOPERATIVE.	74	VOLVO	164	UNKNOWN	01230005

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